

2003 MASTER PLAN

Town of Allenstown, New Hampshire

The Old Meeting House
By Mary F. Kenison, excerpt, circa 1910

For though of small material merit,
All these old things stand for much.
They radiate and reflect the spirit
Of the past. If you inherit
Such gems, value them as such.



Old Allenstown Meeting House, built in 1817

Produced by the Allenstown Planning Board
Adopted March 6, 2003

With assistance from the Central New Hampshire Regional Planning Commission

Town of Allenstown, New Hampshire



2003 MASTER PLAN

**ADOPTED
March 6, 2003**

Produced by the:
Allenstown Planning Board and its
Master Plan Subcommittees
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Allenstown, NH 03275

With assistance from the:

Central New Hampshire
Regional Planning Commission
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ACKNOWLEDGEMENTS

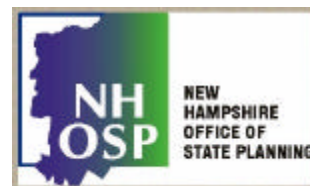
The Town of Allenstown would like to extend gracious acknowledgements to volunteers and organizations who enabled the production of this 2003 Master Plan.

We would like to take this opportunity to thank the staff of the Central New Hampshire Regional Planning Commission (CNHRPC) for all their hard work and expertise. If it were not for this organization, Allenstown would not have its Master Plan completed. Special thanks to Stephanie Alexander of CNHRPC for all her hard work and oceans of patience. A “big thanks” to all the volunteers who staffed the Steering Committee and various Subcommittees. Another special thanks to all the Town Departments – Police Department, Highway Department, Fire Department, and Town Office. The Master Plan would not have the quality needed if it were not for those departments’ participation and input. Last but not least, thanks to all citizens who filled out the survey for the Master Plan. The survey proved to be one of the most important and helpful pieces of information that was used in writing the Master Plan.

Funding for the **TRANSPORTATION CHAPTER** was provided by the NH Department of Transportation through its annual agreement with the Central New Hampshire Regional Planning Commission (CNHRPC) to undertake local and regional planning transportation planning activities.



Funding for the **POPULATION AND ECONOMICS CHAPTER** was provided by the NH Office of State Planning through its Targeted Block Grant agreement with the CNHRPC.



Most digital data for the maps of the Master Plan was made available through the NH GRANIT system before its modification to fit the needs of this Plan.

The Central NH Regional Planning Commission provided matching funds for the **REGIONAL CONCERNS CHAPTER** and **IMPLEMENTATION CHAPTER**.

CERTIFICATE OF ADOPTION

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendment, and New Hampshire RSA 675:6, Method of Adoption, the Allenstown Planning Board, having held a duly noticed public hearing on March 6, 2003, hereby adopts and certifies the Introduction and Community Vision Chapter, Goals and Objectives Chapter, History and Culture Chapter, Population and Economics Chapter, Housing Chapter, Natural Features Chapter, Community and Recreational Facilities with Utilities Chapter, Transportation Chapter, Existing and Future Land Use Chapter, Regional Concerns Chapter, Implementation Chapter, and Appendix Chapter of the 2003 Allenstown Master Plan, dated March 6, 2003.

Chair, Planning Board

Vice Chair, Planning Board

Member, Planning Board

Member, Planning Board

Member, Planning Board

Selectmen's Representative

This document was received and recorded by the Town Clerk on _____, 2003.

Signed:

Allenstown Town Clerk

Seal:

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Chapter I

INTRODUCTION AND COMMUNITY VISION

PURPOSE OF A MASTER PLAN

The purpose of a municipal Master Plan, as stated in the New Hampshire Revised Statutes Annotated (RSA) 674:2, is to describe the “Planning Board’s recommendations for the desirable development” of the Town. The information compiled for the Master Plan should include sections on a general statement of the intentions of the Master Plan, land use, housing, transportation, utilities, community facilities, recreation, conservation and preservation, and construction materials. The public is invited by the Planning Board to participate in the process. A Master Plan is typically updated every five to seven years. The Town’s Master Plan is the basis upon which the Zoning Ordinance, Site Plan Review Regulations, and Subdivision Regulations are written and revised.

ALLENSTOWN’S MASTER PLAN HISTORY

A Master Plan should be a guide to what citizens want their Town to be like in the future as well as be a guide for the townspeople and Town Officials to determine which measures should be taken to accomplish goals outlined within these Chapters. Development of land and the Town’s population will both expand over the coming years in order to meet increasing demands. To protect at the same time the character of a small, rural town as preferred by the majority of townspeople requires the ability to plan and regulate these demands before such uncontrolled changes have occurred.

In 1965, a Comprehensive Plan was developed to span the years 1965-1985. The Chapters included Population; Economic Base; Land Use; Building and Environmental Conditions; Public Facilities and Utilities; Streets, Highways, and Traffic; and Implementation. Recommendations were included for future land use, and the implementation section detailed suggested changes and improvements. Several maps were included.

In 1985, Allenstown produced a Master Plan with an Introduction Chapter, a Community Profile, a Public Opinion Chapter, a Goals Chapter, a Land Use and Natural Resources Chapter, a Housing Chapter, a Conservation and Preservation Chapter, a Transportation Chapter, a Community Facilities and Services Chapter, and a Summary and Implementation Chapter. New methodologies and sentiment have changed how Master Plans are created, but each municipality has its own unique issues and needs. Future recommendations were given for each chapter. Many of these recommendations or findings are still valid today.

Currently, the addition of an **EXECUTIVE SUMMARY**, a **POPULATION AND ECONOMICS CHAPTER**, a **NATURAL FEATURES CHAPTER**, a **HISTORY AND CULTURE CHAPTER** and a **REGIONAL CONCERNS CHAPTER** in 2003 will further guide the Town to achieve its goals. While few maps were included in the 1985 Master Plan, in 2003, a series of detailed color maps were created using the newest Geographic Information System (GIS) technologies which did not exist in 1985.

In order to accomplish both an increase in economic activity and a preservation of small town character, a willingness to regulate development through land use and building requirements must be paired with strong volunteer commitments. Although changes will inevitably occur, it is up to the townspeople to lead these changes into the proper channels that preserve the Town's character without compromising its enterprising opportunities. This Master Plan makes a number of recommendations for the Town to act upon and to ensure that Allenstown can stimulate economic development while maximizing the appropriate use of the land available.

2003 MASTER PLAN

The Planning Board contracted with the Central New Hampshire Regional Planning Commission (CNHRPC) to begin work on the Master Plan project in June 2001. Data was collected for the **EXISTING AND FUTURE LAND USE CHAPTER** and presented to the Planning Board in April 2002. A Steering Committee was formed, comprised of the Planning Board, Board of Selectmen, Town Departments, and interested citizens. The Master Plan process began shortly thereafter with the development of the Community Survey between April and June 2002. The survey was distributed in June, and Subcommittees for each of the Chapters began meeting in September. A Community Visioning Session was held in October 2002.

After months of Subcommittee and Steering Committee work, the Chapters of this Master Plan, the **INTRODUCTION AND COMMUNITY VISION . GOALS AND OBJECTIVES, HISTORY AND CULTURE, POPULATION AND ECONOMICS, HOUSING, TRANSPORTATION, NATURAL FEATURES, COMMUNITY AND RECREATIONAL FACILITIES AND UTILITIES, and EXISTING AND FUTURE LAND USE CHAPTERS, IMPLEMENTATION, REGIONAL CONCERNS, and APPENDIX CHAPTERS** were adopted by the Planning Board at a duly noticed public hearing on February 19, 2003.

June 2002 Community Survey

After three months of developing questions specific to each Chapter of the Master Plan, the Steering Committee produced an eight-page Community Survey. The survey contained an extraordinary number of opinion questions that were objectively designed to assess the views of Allenstown residents and landowners.

The survey was distributed in June 2002 through two mediums. The process began with the hand-delivery of nearly 1775 surveys to residents and first-class mailing of nearly 170 to out-of-town property owners. All responses, sent to the CNHRPC for tabulation, were confidential. A total of 25.0% of the surveys (478) were returned. The results were thoroughly tallied and are found in respective chapters of this Master Plan.

In general, the recurring themes from the survey included taxes, education, Bear Brook State Park, and manufactured housing. These themes were integrated into the 2003 Master Plan as it was being developed and also helped to form the 2003 **GOALS AND OBJECTIVES**.

The June 2002 Community Survey, all calculated results, and extensive citizen comments are found in the **APPENDIX**. Following are excerpted statistics from the responses:

Table I-1
Do you live in Allenstown:

	Total	Percent
Year-round	449	92.2%
Seasonally	7	1.4%
Do not live in Allenstown	31	6.4%
Grand Total	487	100.0%

Table I-3
Should the Town repeal its SB-2 status and return to a traditional Town Meeting format?

	Total	Percent
Yes	180	42.3%
No	76	17.8%
Unsure	84	19.7%
No Opinion	86	20.2%
Grand Total	426	100.0%

Table I-2
If you feel that Allenstown is a desirable place to live, please check all that apply.

	Total	Percent
Small Town/ Rural Atmosphere	346	23.8%
Proximity to Cities	341	23.4%
Employment Opportunities	25	1.7%
Education System	66	4.5%
People/Community Spirit	108	7.4%
Recreational Facilities	58	4.0%
Town Services	146	10.0%
Scenic Areas	118	8.1%
Historic Character	77	5.3%
Affordability	141	9.7%
No Opinion	13	0.9%
Other	16	1.1%
Grand Total	1455	100.0%

October 2002 Community Visioning Session

In October 2002, a Community Visioning Session was held with community residents and town officials. Sponsored by the Master Plan Steering Committee, over thirty residents attended and offered their opinions about the transportation, land use, history, natural features, community facilities, housing, and population and economics. Steering Committee members and CNHRPC staff facilitated Chapter-based discussion groups to identify key issues within each Chapter. Members of the Steering Committee, many of whom had volunteered to Chair a Subcommittee for a Master Plan Chapter, led their respective discussion group through a series of questions to help guide them to broad issues of concern. Later in the evening, the Chairs presented the key issues identified through the Visioning Session and discussion groups pertinent to their particular Chapter. The full results of the Visioning Session are displayed in the **APPENDIX CHAPTER**.

2002 Community Visioning Session HighlightsIssues Excerpted from Discussion Groups

Commercial Development
Education
Taxes
Bear Brook State Park Advantages and Opportunities
Motorized Recreation
Bus Routes (both public transit and bussing students to Pembroke)
Town Identity
Volunteerism

A Visioning Discussion was held with the Armand Dupont School Student Council the day prior to the Community Visioning Session. Students aged 10-14 were asked their opinion about the recreational opportunities available to them, where they walked and biked, and what they felt "downtown" was. The summarized results are found in the **APPENDIX CHAPTER**.

A second Visioning Discussion was also held at the Suncook Senior Center in December 2002. Seniors described the lack of affordable senior housing, limited recreational opportunities, and limited transportation options. The summarized results are found in the **APPENDIX CHAPTER**.

Master Plan Creation Process

This Master Plan fulfills two purposes. The first purpose is to paint a broad picture of what Allentown is, what it has to offer, what it looks like, and who the people are who live here. This perspective, this "inventory" of the Town, allows townspeople to then create the second purpose, a series of goals, objectives, and recommendations for the Town to accomplish. These recommendations have been based on the data collected, including from the Community Survey, through the Community Visioning process, and on statistical data. The goals and objectives for Allentown are discussed in **GOALS AND OBJECTIVES CHAPTER**. The recommendations, or action items, are listed at the beginning of each Chapter.

Beginning in September (July for the Transportation Chapter), the Master Plan Steering Committee members chaired Subcommittees which worked to document existing conditions within Town and to prepare a series of recommendations on all aspects of Allenstown. The result is a series of Chapters, also referred to as “elements”, which categorize the findings into tangible sections:

For the preparation of this Plan, many information sources were used. Information from the NH Office of State Planning, NH Department of Employment Security, previous Master Plans, past and current 2000 Census data, Town records and maps, and from Town staff and volunteers, in addition to the sources previously mentioned, comprises the bulk of the Plan. Additional data from various sources is also included and is appropriately cited.

Elements (Chapters) of the 2003 Master Plan

I	Introduction and Community Vision
II	Goals and Objectives
III	History and Culture
IV	Population and Economics
V	Housing
VI	Natural Features
VII	Community Facilities
VIII	Transportation
IX	Existing and Future Land Use
X	Regional Concerns
XI	Implementation
XII	Appendix

Graphical depiction of many of the features inventoried was essential; therefore, a series of 18 maps was generated to assist with future planning:

Maps of the 2003 Master Plan

- 1 Base Map with Contours
- 2 Historic and Cultural Features Map
- 3 Employers Map
- 4 Residential Building Permits Issued 1996-2001 Map
- 5 Conservation and Public Lands Map
- 6 Water Resources Map
- 7 Scenic Vistas and Farms Map
- 8 Community Facilities Map
- 9 Recreational Facilities Map
- 10 Utilities Map
- 11 Private Roads, Trails, and Bridges Map
- 12 Bicycle Infrastructure Map
- 13 Pedestrian Infrastructure Map
- 14 Accident Locations and Traffic Count Locations Map
- 15 Existing Land Use Map
- 16 Existing Zoning Map
- 17 Development Constraints Map
- 18 Future Land Use Map

All of these maps have been reproduced on color 11x17 pages and have been included with the appropriate Chapters within this document. In addition, the 18 maps have been produced as full-sized 24x36 color display maps that are available for public viewing at the Town Hall.

For the preparation of the maps for this Plan, the primary source of data was from the NH GRANIT (Geographically Referenced Analysis Information and Transfer) system, which was then modified by CNHRPC. Other data layers or information were obtained from the NH Department of Environmental Services, the NH Department of Transportation, Society for the Protection of NH Forests, from Cartographic Associates, Inc (tax maps) or digitized by the CNHRPC into maps.

Public Participation

Nearly 35 residents of Allentown actively participated in creating the 2003 Master Plan over the 11-month process:

✍ Harriet Bean	✍ Robert Lee
✍ James Boisvert (<i>Community and Recreational Facilities with Utilities</i>) *	✍ Carol Martel (<i>History and Culture</i>) *
✍ Laura Bonk	✍ Robert Martin
✍ Dana Clement	✍ James McGonigle
✍ Ray Chouinard	✍ Jerry McKenney*
✍ Lou Conley*	✍ Sandra McKenney (<i>Housing</i>) *
✍ Harriet Cunha	✍ Shaun Mulholland
✍ Julie Demers	✍ Daniel Murray
✍ David Eaton	✍ Linda Murray
✍ Kenneth Field	✍ Felicia Rodger
✍ Steve Fowler	✍ James Rodger (<i>Transportation</i>) *
✍ Dennis Fowler	✍ Susan Rowland
✍ Karen Gendreau (<i>Population and Economics</i>) *	✍ Judy Silva (<i>Natural Features</i>) *
✍ Thomas Gilligan*	✍ Lori Thompson*
✍ John Hayward	✍ Phil Trowbridge
✍ Leon Henderson	✍ Armand Verville
✍ Arthur Houle (<i>Existing and Future Land Use</i>) *	✍ Claudette Verville
✍ Lorette Houle	✍ Pamela Vezina

*Denotes a Steering Committee member

() Denotes a Chair person of a Subcommittee

Participation in the Master Plan process included developing the Community Survey, attendance at Steering Committee meetings or Subcommittee Meetings, attending a Community Visioning Session, and contributing information for Chapters. Many other individuals have additionally participated by attending a meeting or Visioning Session or by providing information for a Chapter. Without all of these important volunteers, this Master Plan would not have been possible.

Coupled with the involvement of residents and landowners through the Community Survey response rate of 25%, we are pleased to present the 2003 Master Plan for the Town of Allentown.

Chapter II

GOALS AND OBJECTIVES

2003 MASTER PLAN GOALS

The definition of a “goal”, for Master Planning purposes, is the general target to be reached through completing a series of tasks. These tasks are called “objectives” which are designed to meet the goal. Specific “recommendations” are made which accomplish the objective. Historically, the terms are used interchangeably and this Chapter attempts to synthesize the old material, where applicable, into an appropriate designation for ease of understanding and comparison.

The goals of a Master Plan not only direct the focus of the actual Master Plan preparation, they are also the basis for regulation changes, for capital improvements program funding, and for future planning priorities. In order to move forward with new recommendations for the Town, it is necessary to examine the past efforts and outcomes of previous Master Plan and community endeavors.

From looking at the past, we can help gauge our present and guide ourselves into the future. The answers to the 2002 Community Survey and Visioning Session gave the Steering Committee more insight into what the priorities and concerns of the public are. From there, from the previous findings, and from knowledge gained by collecting new statistical data about the Town, a set of 2003 Master Plan Goals are being recommended as the culmination of this Plan:

2003 Master Plan Goals

1. Preserve, protect, and promote the historical and cultural sites of the Town of Allentown.
2. Maintain and accommodate the steady population growth rate while encouraging greater economic stability and financial growth.
3. Promote wise affordable housing growth in Allentown and continually monitor development trends.
4. Preserve and promote Allentown's natural resources and way of life.
5. Produce a Capital Improvements Program to identify facility, recreation, and utility needs and develop a system for maintaining and improving Town services.
6. Maintain and improve the means and amount of transportation for Allentown's residents including motorized and non-motorized infrastructure.
7. Encourage economic development through the wise use of available land.

2003 MASTER PLAN CHAPTER-SPECIFIC OBJECTIVES

Each Chapter of this Master Plan lists a series of Recommendations in order to meet the following Objectives set forth in the beginning of each Chapter. For reference only, the Objectives are listed with an a,b,c, sequence; therefore, no specific order should be implied.

Chapter III - History and Culture

- a) To reestablish the Historical Society.
- b) To promote historic preservation.
- c) To solicit a closer relationship with state and local government
- d) To preserve and protect historic sites and buildings.
- e) To place historic markers and information on identified historic sites.
- f) To promote cultural development as indicated in the NH Rural Development Report.

Chapter IV - Population and Economics

- a) To maintain the slow and steady historical growth rate of the population of Allentown.
- b) To promote ordinances and regulations which encourage greater economic stability and financial growth within Allentown.
- c) To strengthen and promote the level of education of Allentown residents.
- d) To strongly encourage the modernization of the delivery of town services which would maximize their productivity and efficiency.

Chapter V - Housing

- a) To promote wise affordable single-family housing growth in Allentown and continually monitor development trends.
- b) To encourage the development of elderly housing.
- c) To encourage new residential growth to locate to the Bear Brook State Park area.
- d) To strive to improve the identity and image of, or “spruce up”, the Town by partnering with youth groups or schools.

Chapter VI – Natural Features

- a) To preserve Allentown’s way of life, which is unique in its mixture of a village downtown, open space, convenience to the State Capital, and its rural character.
- b) To educate residents about the natural resources available in Allentown.
- c) To preserve Allentown’s natural resources (air, water, forest, agricultural lands) through smart growth planning.
- d) To provide for better access to Allentown’s natural resources for all Allentown residents.
- e) To improve the impact Bear Brook State Park has on Allentown.

Chapter VII - Community and Recreational Facilities with Utilities

- a) To assess the present condition of the Town's community facilities, equipment, and services.
- b) To maintain a high level of quality services for the residents of Allentown.
- c) To inventory capital equipment or expenditures which can be placed into a Capital Improvements Program for planned replacement.

Chapter VIII - Transportation

- a) To provide a highway and street system that allows for the safe and efficient movement of people and goods throughout Allentown.
- b) To improve the non-motorized infrastructure and increase non-motorized safety and activity in Allentown.

Chapter IX - Existing and Future Land Use

- a) To encourage businesses to locate to Allentown that will sustain or increase the economic vitality of the Town.
- b) To revise, or rewrite where necessary, the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations to promote consistency with all three documents and with regulations that will further protect the developable land and natural resources in Allentown.
- c) To promote Bear Brook State Park as an asset to the community.
- d) To maintain the slow and steady growth rate of housing in Allentown.
- e) To encourage setting aside land for future community service needs (schools, parks, a senior center, hospital, new library, etc).
- f) To encourage the modernization and streamlining of the Planning and Zoning Boards.

Chapter X – Regional Concerns

- a) To partner with neighboring communities and local groups to enable Allentown to improve the quality of life for its residents and be better able to respond to issues which affect the Town.
- b) To become involved with state or regional groups, organizations, and agencies to form relationships and to take advantage of free or low cost services and information.
- c) To take proactive action on regional issues which affect Allentown.

Objectives without specific Recommendations on how to accomplish them do not offer a means for achievement. At the beginning of each of the Chapters, a comprehensive list of Recommendations for each Objective is given. These Recommendations are the product of the data that was collected and its interpretation by the Subcommittee of each Chapter.

PRIOR COMMUNITY GOALS: THE ADOPTED 1985 MASTER PLAN**1985 Master Plan**

A Master Plan was produced by DuBois & King, Inc. in 1985 for the Allentown Planning Board and Board of Selectmen. Population trends were examined as was the land area, Allentown's economic base, and income and housing comparisons to neighboring towns were examined to set the stage for recommendations. A community survey was distributed with a response rate of 10%.

The specific recommendations in the 1985 Master Plan were based upon the following strategic statement and its goals:

“The availability of utilities (water supply, wastewater collection, capacity of streets and roads) should be a strong determinant in development location and density. Natural resource limitations and the cost for the Town to provide public services (fire and police protection, school bus service, adequacy of road maintenance) should be criteria for establishing density limitations and pace of development controls.”

1985 Master Plan Goals

- Expand the Town's tax base by encouraging commercial and industrial development in suitable locations.
- Encourage intensive commercial and industrial development in Allentown's urban core as utility expansion occurs.
- Protect the town from excessive increases in road maintenance, police, fire, and school transportation costs by limiting the density and pace of development in remote areas.
- Control the tax rate by planning service expansions and permitting development to occur only in accordance with such plans.
- Allow development that exceeds utility and service capacities only when the developer agrees to bear the additional utility or service costs relative to the burden created.

SUMMARY

Measures to implement the Recommendations should be taken as an immediate first step after the completion and adoption of this Master Plan by the Planning Board. Modifications to regulations and the zoning ordinance are proposed within the document. While the Planning Board can amend its subdivision and site plan review regulations with duly noticed public hearings, zoning ordinance changes can occur only through a vote at Town Meeting. Cooperation and delegation are essential for the new Master Plan to make a difference to Allenstown. The Board of Selectmen, Planning Board, Zoning Board of Adjustment, and Town Departments, Committees, and staff all need to play a role in ensuring the success of this Master Plan and its Recommendations through their weekly or monthly activities.

Chapter III

HISTORY AND CULTURE

INTRODUCTION

History serves to remind people of where they came from. Land has been used by generations of people for many different purposes, but with the same goal of making a good life for themselves and their families. In Allenstown, two community centers were formed in the mid-1700s, one in the Suncook area and one at the present day Deerfield Road intersection with Route 28, to take advantage of the Suncook and Merrimack Rivers and their fertile soils. The advent of the railroad during the industrial revolution fostered many mills and provided employment for both townspeople and area residents alike. Industry further separated the two populations into two distinct and disconnected portions of town. This lack of identity exists today and needs to be addressed with education and community involvement.

The Community Visioning Session held in October 2002 yielded information to be considered in this Chapter. Strengths of the Town included the wealth of historic graveyards, structures, Bear Brook State Park, and organizations. Weaknesses included the neglect of historic sites, lack of a downtown area, and lack of volunteers and programs for historic sites. A Historical Society needs to be reestablished to oversee these endeavors. Public education and promotion of the resources within Allenstown factored prominently as activities to undertake as a result of this Master Plan effort.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To reestablish the Historical Society.
 - ? Create better stewardship and community pride in historic sites.
 - ? Create a mechanism for policing the historic sites to preserve and protect against vandalism.
 - ? Collect, record, catalogue, and protect local artifacts, photos, donated items and documents.
 - ? Create and enhance public awareness to promote stewardship (town brochure, solicit volunteers, historical identity).
 - ? Promote historic preservation within the community.
- To promote historic preservation.
 - ? Enhance historic education within schools and the community.
 - ? Develop a walking / driving tour brochure that will map and list historic sites.

- ? Develop a published Town History.
- ? Purchase a fire-proof town vault to store past and present day town documents.
- To solicit a closer relationship with state and local government.
 - ? Develop a community action group to act as liaison between citizens and the State to promote and protect historical resources within Bear Brook State Park.
 - ? Increase the Town's use of Bear Brook State Park for community events.
 - ? Work with government entities to obtain a free or discounted pass to the Bear Brook State Park for Allenstown residents.
 - ? Work to obtain input regarding Bear Brook State Park development.
- To preserve and protect historic sites and buildings.
 - ? Promote the Civilian Conservation Corps (CCC) Camp, Old Allenstown Meeting House, Nature Center (AmeriCorps), Family Camping Museum, CCC Museum, Snowmobile Museum, graveyards, and cemeteries.
 - ? Solicit volunteers for educational programs.
 - ? Work with government entities to preserve historic sites through grant monies or available funds.
 - ? Reacquire the Allenstown Meeting House from the State, using Land Conservation Investment Program or other grant funds, to use as a gathering place for local meetings and potentially for future adjoining substation development.
- To place historic markers and information on identified historic sites.
 - ? Find grants and grant writers for activities and site preservation, through volunteers or local organizations.
 - ? Work with State of NH agencies and community members to obtain site markers.
 - ? Obtain permission from land or property owners to place historical markers.

- To promote cultural development as indicated in the NH Rural Development Report.
 - ? Reestablish the Historical Society.
 - ? Establish drama clubs, lecture series, book clubs, chorus clubs, arts programs.
 - ? Establish and maintain a historical and cultural identity.
 - ? Promote an “East Meets West” cultural group to bring the two geographic populations of Allenstown together.
 - ? Revitalize the Allenstown Revitalization Association.

COMMUNITY SURVEY RESULTS

Respondents like the small-town feel of Allenstown (23.8%), its people (7.4%), its scenic areas (8.1%), and its historic character (5.3%). Responses indicate a strong sentiment toward preserving historic (and natural) resources (62%). The other question relating to historic resources asked whether the Town should buy land for conservation purposes; 46.9% responded affirmatively. With stronger historic education programs made available to targeted groups of residents, more people would be aware of the assets Allenstown has.

Table III-1

If you feel that Allenstown is a desirable place to live, please check all that apply.

	Total	Percent
Small Town	346	23.8%
Proximity	341	23.4%
Employment	25	1.7%
Education	66	4.5%
People	108	7.4%
Rec Facilities	58	4.0%
Town Services	146	10.0%
Scenic Areas	118	8.1%
Historic	77	5.3%
Affordability	141	9.7%
No Opinion	13	0.9%
Other	16	1.1%
Grand Total	1455	100.0%

Table III-2

Should the Town appropriate money to protect natural, cultural, and historic resources in Allenstown?

	Total	Percent
Yes	291	61.7%
No	67	14.2%
Unsure	46	9.7%
No Opinion	68	14.4%
Grand Total	472	100.0%

Table III-3

Do you support the Town buying land for conservation purposes?

	Total	Percent
Yes	218	46.9%
No	137	29.5%
Unsure	80	17.2%
No Opinion	30	6.5%
Grand Total	465	100.0%

BRIEF HISTORICAL PROFILE OF ALLENSTOWN

In 1750 the Masonian proprietors named the town of Allens Town in honor of the late Samuel Allen Esquire, of London England. In the year 1688, he purchased the New Hampshire territory from the sons of Robert Tufton Mason. Allen commenced legal actions to recover the lands from citizens, but failed to do so. The court battles were very lengthy and costly.

Following Samuel Allen's death in 1722, his children petitioned the New Hampshire government for a grant of a township of land. It was granted to them "a tract of land four miles square adjoining the Chester side line and Nottingham head line, upon the condition that they settle fifteen families on the same within five years." An additional agreement extended this time period in the event of an Indian war. It is not known whether Mr. Allen's children attempted to settle the land by others or themselves.

First Settlers to Allenstown

The original settlers of this township came in two groups or parties, in 1727 - 1728. One of the earliest families was the Buntin Family. They were of English/Scottish ancestry. Their property encompassed 82 acres and extended to the Bow line, abutting the Suncook and Merrimack Rivers.

In 1728, settlement had begun around the perimeter of Allenstown, in the westerly portion, along the Merrimack and Suncook Rivers. This location provided tremendous potential for water power and clay beds for brick making. In the easterly portion, along the banks of the Suncook River and Buck Street Island, the River boasted two falls favorable for water power. This land also offered an abundant supply of standing timber, oak and pine in equal amounts. Lumbering was necessary in early community development. The third area settled, along Chester Turnpike, was a primary route of travel located at approximate mid-point along the Suncook River. Once again, the River offered suitable water power for the operation of mills.

Soil quality was very important to early settlers. Agriculture was a necessary part of daily living. The eastern portion of Allenstown offered the best soil quality. Eighteenth century maps depict the soils as being good, very good, and exceeding good. This factor combined with large quantities of standing timber, available water to transport logs, and ideal circumstances for mill operation contributed to the Buck Street Island, Buck Street, and Deerfield Road becoming the first and earliest center of community.

Second Generation of Settlers

The first recorded French settlers arrived in 1760 when a number of Acadians were sent to New Hampshire from Andover Massachusetts. Jacob Guay (Gay) settled in Allenstown. He became a skilled powder horn maker, producing many horns during the French and Indian War and the Revolution. Today, his work is nationally renowned.

The majority of French Canadians arrived during the Industrial Revolution. Circumstances were difficult in Canada due to a shortage of farm land. Suncook Village offered many job opportunities in the textile, brick making, and lumbering industries. From 1860 to 1870, the population of Suncook Village doubled. In Allenstown, 95% of the population was French Canadian. In Pembroke, 70% of the population was French Canadian.

Old Allenstown Meeting House and Church History

In 1791, an itinerant preacher by the name of Elias Smith visited the Burgin Tavern located on Deerfield Road. He was asked by Hall Burgin to preach the following day. The community was so impressed with Elias Smith, he was invited back time and time again. In 1807 Hall Burgin donated land for the building of a Meeting House. Work began with the underpinnings in 1817 and was completed by 1821 when the lock was installed. The Allenstown Meeting House is highly unusual for its one-story design and sloping floors. In larger two story Meeting Houses, the main floor was always level, although the outer pews, near the walls, are often raised up one step above the main floor. The idea for the sloping floor may have been taken from early school houses which sometimes had similar floors.

One method by which towns often raised the funds to build meeting houses was by appointing a building committee which was authorized to sell pews in the completed structure. Once sold, pews were private property. Often, a "pew holder" or owner would receive a deed to the pew, and he or she could sell it like any other piece of real estate. Pew "rights" are often listed in probate inventories, and were frequently bequeathed to later generations in a family or sold to others. When a meeting house needed repairs, pews were often taxed, much like any other piece of real estate, to raise the necessary funds. Only a few other one-story Meeting Houses had been built in New Hampshire by 1815. Most of these were constructed by church organizations for their own use. They were not shared with the town government, as in Allenstown. Very few of these survived.

At the time the Meeting House was begun, the town remained small and rather sparsely settled, with fewer than 350 inhabitants. None of the predominant New Hampshire churches of the period, Congregational, Presbyterian, or Baptist, had been organized in Town, so there was no "standing order" or town supported minister. This situation encouraged one of the smaller New England sects to gather members in Allenstown. This was the Christian Church, which had been founded by people who repudiated some practices of the larger established churches and adopted a name that signified their intention to return to a simple form of Christianity. Various itinerant ministers are credited with founding the Christian Church, but recent histories trace the origins of the sect to Portsmouth, New Hampshire, in 1803. Elias Smith of Portsmouth, a former Baptist, is generally regarded as the most influential of several preachers who created the new religion.

According to John Dowst, the Allenstown Christian Church was organized by twenty-three local people on July 10, 1807 as a result of the preaching of Elias Smith and Abner Jones, another of the founders of the religion. Jones appears to have been the first regular pastor of the Allenstown church, but not to have occupied the pulpit full-time due to his wide ranging duties as a traveling minister. The clerk of the church was Elder Hall Burgin, who donated the lot upon which the church commenced to build the Meeting House in 1815. Elder Mark Fernald (1784-1852) of Portsmouth, one of the leading itinerant ministers of the Christian Church, often preached in the building.

The Allenstown Christian Church dissolved about 1860. However, the pulpit was probably made available to any minister who was willing to speak. Farmer and Moore's New Hampshire Gazetteer of 1823 says, "There is no settled minister in Allenstown; their meeting house is open to all religious sects, and they occasionally have preaching."

The Meeting House was used as a Town House until November of 1876. By 1876, the Industrial Revolution had arrived. Many textile mills were built in the westerly portion of town (Suncook area). The highest concentration of population shifted to that area. As a result, the location was no longer convenient for the majority of residents. In November of 1876, it was voted to discontinue community use of the old Meeting House. All future meetings would be moved to Hayes Hall. The Meeting House continued to be used as a church.

By 1908, the building was rarely used. In that year, Article Ten transferred the possession of the Old Meeting House to the Buntin Chapter of the Daughters of the American Revolution. In 1992, The Old Allenstown Meeting House became part of the Bear Brook Museum Complex. The Meeting House is an integral part of the complex and tells us a lot about community life, past and present.

St. John the Baptist Church

The French Canadian population was primarily Roman Catholic. In 1861, Suncook became a mission of St. John the Evangelist, Concord. Reverend John E. Barry traveled to Suncook regularly to conduct mass in area homes. By 1870, area Catholics requested from the bishop the establishment of a parish. Early in 1873, an Oblate missionary from Manitoba, the Rev. Jean Baptiste Richer, was appointed to establish a Parish in Suncook. The first church records are dated January 3, 1873. Rev. Richer acquired land from the China Manufacturing Company in April of 1873. St. Jean the Baptist Church was completed by fall and named in his honor. In 1881, the stained glass windows were installed and on July 14, 1884, the 1700 pound bell was added. Since its construction in 1873, the church has undergone changes four times. The building was renovated in 1923, 1934, 1959, and in 1973. The parochial school opened in 1888. Three Sisters of the Holy Cross and Seven Dolors arrived February 25, 1888. Within a week, classes were opened by the sisters for 192 students. A new school was built and opened in 1968 with an enrollment of 377 students. That school is now closed.

Ferry and Bridges

An act was passed February 14, 1791 granting Benjamin Noyes the exclusive right of a Ferry over the Merrimack River in any place within one mile, either above or below the mouth, of the Suncook River. This was the Ferry near China Mill at the foot of Ferry Street.

There were four bridges across the Suncook River. They were the Main Street Bridge, Buck Street Bridge, Bombay Bridge, and Turnpike Bridge. The southerly bank of the Suncook River is the town boundary between Allenstown and Pembroke. Prior to 1798, Allenstown maintained the bridges. In 1798, a portion of Allenstown was annexed to Pembroke. This act conveyed all bridges and their maintenance to Pembroke.

Up until the advent of macadamized roads in Allenstown, the only bridge built and maintained by the town of Allenstown was the bridge across Bear Brook near Burgin's Tavern. It was replaced by the State of NH in the mid-1980's.

Buck Street Island Bridge

In 1750, when the lots on the northerly side of the Suncook River were granted, one of the stipulations was that a bridge was to be built within one year across the Great Suncook River at the Isle. This Bridge was known as the Great Bridge. The bridge fell into disrepair and, in 1798, a dispute arose as to which town, Pembroke or Allenstown, was responsible for the bridge. The General Court passed an act making the easterly and southerly bank of the Suncook River the boundary between the two towns, and Pembroke responsible for all bridges across the Suncook River. The bridge was rebuilt in 1800 and has since been maintained by the town. The bridge is no longer used, as the Route 28 Bridge replaced it.

Bombay Bridge

The Bombay Bridge was built in 1823 near where Charles Lovejoy lived and was known as the "Upper Buck Street," "Bombay" or "Lovejoys" Bridge. The Bombay Bridge connected North Pembroke Road (Pembroke) to Bombay Road (Allenstown). This was the route used by the Phenix Stagecoach. The bridge washed away in 1843 and was rebuilt in 1844. It is no longer standing.

Main Street Bridge/Suncook Bridge/ Factory Bridge

In 1735, a bridge was built across the Suncook River which was a little west of the westerly end of the Webster Mills. This bridge remained until a bridge was built in the winter of 1802-03. That bridge was replaced by a bridge called the Factory Bridge. This is where the current Main Street Bridge is today. A covered bridge remained at this site long after the China, Webster, and Pembroke mills were built.

Turnpike Bridge/Double Decker Bridge

Turnpike Bridge was built in 1805 for \$1000 by the "Turnpike Company." The Company supported the bridge until 1838 when by the action of selectman, it became the property of the town of Pembroke and was maintained by them. It was later replaced by the double-decker Route 3 Bridge. Only the abutments of the old Turnpike Bridge remain today.

Early Mills, Industries, and Development

Buck Street Island Sawmill and Box Manufactory

The Reuben C. Moulton sawmill and manufactory of trunks, boxes, doors, screens, and other wood work was owned and occupied by Reuben Moulton. They were operated in part by water power and in part by steam power. Samuel Martin was the former owner of the sawmill which had been built by Norris Cochran, James Martin, and William Knox.

Buck Street Island Fulling Mill

The Ephraim C. Robinson fulling mill was located on the westerly side of the Buck Street Island just below the bridge. He built the fulling mill and occupied it while working at his trade of clothier for many years. In 1848, he deeded the mill to his son Andrew J. Robinson. In 1849, William Knox, Norris Cochran, and James Martin bought one half of the mill and privilege, and Moses Martin and William L. Morse bought the other half. The mill privilege seemed to be mainly owned by Samuel Martin. In the spring of 1894, it was sold to R.C. Moulton.

Grist Mill and Ax and Hammer Handle Manufactory (Charles Fisher)

The Charles Fisher ax and hammer handle manufactory and grist mill were located on the first floor. The second floor storage held twenty-five hundred pounds of grain. In 1900, twelve railroad cars of grain were shipped out of the facility. The factory was formerly used for a twine factory by Thomas B. Wattles and Thomas Bond, and was built by Norris Cochran and Samuel Martin. The site of the building was built by Moses Martin and William L. Moore, and used by them as a bedstead manufactory, and for woodwork. This was the site of grist mill taken down.

Swan's General Store

The Swan's General Store was located across from the Suncook Valley Railroad Station. It also served as a post office and gas station for some time. It was built in the mid-1800's and was owned and operated by William P. Swan Sr. It was a great gathering place for those waiting for the train. The people would sit on the porch and sometimes eat cheese and crackers while swapping stories or discussing important matters.

Kendall Post Office

The Kendall Post office is one of the earliest in Allenstown. It was operated by B.J. Kendall from 1850 to 1860 and is located on Deerfield Road.

Phenix Stage Coach

The Concord based Phenix Stagecoach traveled tri-weekly from the Phenix Hotel in Concord to the seacoast and returned tri-weekly. The driver was Harrison "Sandyman" Brown Marden, born August 9, 1820 in Allenstown. In addition to transporting passengers, he would carry mail to post offices along his route. The stage route to Allenstown was North Pembroke Road, to Bombay Bridge, Bombay Road, and Deerfield Road. The stage stopped at the Burgin Tavern on Deerfield Road.

Burgin/Ela Tavern

In exchange for surveying land, the Masonian Proprietors gave Walter Bryant, a Newmarket Surveyor, a large parcel of land in Allenstown. Mr. Bryant built upon this land and eventually gave the land and buildings to his daughter and her husband Hall Burgin. The Burgins operated a large and well-known tavern for many years. Hall Burgin served in town office and managed many affairs for the town. The town records were kept in the tavern. Eventually, this property went to the Ela family, most likely through marriage. Mr. Ela continued the Burgin tradition and maintained the town records. In 1895, the property burned damaging and destroying many of the town records. The remaining documents were recovered or recorded by John Dowst.

Tilton Tavern

The tavern was owned and operated by Mark and Sally Tilton from 1792 to 1836. Mr. Tilton served as one of the first Selectmen in Allenstown, as postmaster until 1836, and owned a portion of the Buck Street Mills. The tavern was a local gathering place and was used for livestock auctions. The property was sold to Tobias Rand, a shoemaker, in 1836, and it was no longer operated as a tavern. Later day use incorporated some notorious activities, twice used as a still for the production of moonshine. It is presently a private residence.

Bailey's Quarry and Bailey's Sawmill

Bailey Granite Works, owned by Charles A. Bailey, was one of Allenstown's leading industries. The quarry opened in 1874 and covered about twenty-five acres. The granite was known for its fine quality and was used for building, curbing, paving, and bridge work. In 1900, the company employed 125 men constantly from April to December. During the same season, twenty-two hundred carloads of granite were shipped. Granite specimens can be seen at Weston Observatory, Coolidge Mill, and Amoskeag Manufacturing Company.

In addition to the granite quarry, Mr. Bailey owned a thriving lumber business. The main sawmill was located close to Chester Turnpike and the Suncook River. Most of the lumber was cut in the Bear Brook area using portable sawmills. The main sawmill and shop was destroyed when a boiler exploded.

Catamount Quarry

On the northwest side of Catamount Hill within Bear Brook State Park lies an old abandoned granite quarry. The quarry is approximately 50 feet by 150 feet. The quarry provided granite for the stone arch bridge, dam, and mill stone. Very little is known about its ownership or operation. Most likely, it was too small a commercial operation to gain much attention. The quarry was not listed in the following publications or maps: *The Commercial Granites of New England*, T. Nelson Dale, 1923, *The Geology of New Hampshire*, C.H. Hitchcock, *New Hampshire State Geologist*, 1858 *Map of Merrimack County* by H.F Walling, 1892 *Map of Merrimack County*.

Brickyard

Suncook Brickyards had deep beds of glacial clay. Valuable beds of clay, with 20 to 30 feet thickness, occur in the highest terrace for four miles north from Hooksett, upon the east side of the Merrimack, in the communities of Allenstown and Pembroke. The clay was extensively used for brick making. Suncook became the center of brick manufacturing. By 1880, brickyards near Suncook produced 5.5 million bricks per year.

Philip Sargent, 1822-1898, was a local brick manufacturer. He came from a long line of brick makers. He first assisted his father Sterling Sargent and later became a partner in the business. The younger Mr. Sargent ran the business for quite a while alone and then went into partnership with his brother Warren. They ran a thriving and profitable business for over thirty years.

Ela's Grove (Strafford County Christian Conference)

The annual Strafford Conference of Christian Churches was held at Ela's Grove and extended to the Meeting House. The Grove was located on the west side of Catamount Pond. At times, as many as four thousand people attended and eight hundred teams were on the grounds.

Suncook Water Works and Reservoir

The first plans for a water supply were made in 1891. The process was slow and the charter was amended in 1896. Finally, in 1913, the town of Pembroke obtained an act of legislature enabling it to furnish water to Pembroke, Allenstown, Epsom, and Hooksett. Pleasant Pond in Deerfield was chosen for the primary source of water. Bear Hill Pond in Allenstown was chosen for the auxiliary system. The reservoirs are located on Bear Hill and remain intact. Presently, artesian wells furnish the community water supply.

Suncook Valley Railroad/Blueberry Express and Allenstown Depot & Blodgett Station

The Suncook Valley Railroad was chartered in New Hampshire on July 1, 1863. The line was completed and began operating in 1869. The train made its first run to Pittsfield in December of 1869. The first passenger train arrived at Allenstown Depot & Blodgett Station the morning of December 6, 1869. The Suncook Valley was then able to help out the small towns by bringing their products to markets and locations where they were needed. Lumber, milk, cargo trains, vegetables, and the wonderful blueberries were early cargo, which was how the train got its nickname, the "Blueberry Express". The Suncook Valley would pick up passengers from Barnstead Center, Pittsfield, Epsom, and Short Falls and transport them to Allenstown Depot & Blodgett Station in Allenstown. The school children going to the Catholic and public school would be picked up at the Blodgett Station to head back home.

With the new forms of transportation of buses and trucks, the usefulness of the train was becoming obsolete. The Suncook Valley was in trouble. The contract with the Postal Service for deliveries and picking up mail was keeping the train going. The last train passed through Allenstown Depot & Blodgett Station on April 22, 1949. In 1952, the train was purchased by Samuel M. Pinsley, who then decided to abandon the line. The last run was made in the winter of 1952.

China Mill

By 1868, the Buntin site had evolved into a hub of commercial and cultural activity. The China Mill was incorporated in 1867 and built at the mouth of the Suncook River the following year. It stands 5 stories tall and measures 510 feet long and 72 feet wide. When opened, the power was generated by the river, two turbine water wheels with 1,500-horse power and two Corliss steam engines with 1,500-horse power. To operate this facility in 1900, it required 3,000 tons of coal and 6,000 gallons of oil. To produce 18,000,000 yards of cloth, it used 3,000,000 pounds of cotton per year. The company employed 500 females and 300 males with an annual payroll of \$158,000. Neighborhoods built by the China Manufacturing Company were known as "China Village", "The Street of Bosses", and "The Street of Superintendents." Today, the China Mill is operated by Kennebunk Weavers for the manufacturing of coverlets and throws.

C.P. Morse Company

The C. P. Morse Company was built next to Hayes Hall. Charles P. Morse sold furniture, stoves, bedsteads, and caskets. He manufactured the bedsteads and caskets at his Buck St. Island factory. In addition, Mr. Morse offered undertaking services. In the 20th century, the Leblanc family assumed proprietorship and carried on both traditions, eventually building Suburban Furniture.

Hayes Hall

Suncook was considered to be one of the most industrially, culturally and socially progressive communities in New England. During 1876, many concerts, performances, and fairs were held at Hayes Hall. The Hayes Building and Hayes Hall stood adjacent to C.P. Morse. The design and floor plan resembled Mechanics Hall in Worcester, Massachusetts. The first floor of the Hayes building was occupied by Bartlett's Billiard Hall, Oyster House, and Dining Room. The Hall was located on the second floor of the structure.

In 1876, the Town of Allenstown voted to discontinue use of the Old Meeting House and agreed to hold all future meetings at Hayes Hall. The Hall assumed a different role in community life. By 1877, theatrical presentations became fewer and were mostly conducted by community organizations. Simultaneously, Bartlett's Opera House opened in Pembroke (Suncook Village), hosting numerous grand performances by professional traveling companies. Later day uses of the Hayes Building and Hall included an ice cream parlor, movie theater, and Knights of Columbus Hall. The structure was destroyed by fire in 1971.

Sargent Home

The Sargent home was built by Philip Sargent, brick manufacturer of Allenstown. Mr. Sargent was born in Allenstown on August 16, 1822. He married Phebe Williams of Pembroke on December 31, 1849. As a young man he learned brick making, and when he reached the age of 21 joined his father's company. He was very successful and remained in the business until 1896. At the beginning and height of the industrial revolution, brick making was a chief industry in Allenstown. Bricks were supplied for the building of the Amoskeag Mills in Manchester as well as the building of the Pembroke and Allenstown Mills. In the late 1870's, Mr. Sargent built a fine brick residence. The bricks used to construct this home were made in his own yards located along the clay banks of the Merrimack River.

Site of the Former Suncook House/DL Jewell House/White Rabbit Inn

This home was the Mill Agent's residence, occupied by Col. David Lyman Jewell. He married Ella Louise Sumner on May 31, 1865. In 1868 Col. Jewell came from Newton Massachusetts to become mill superintendent for the Suncook and Pembroke Mills. Following the death of the mill agent, he was appointed to the post. The China Mill opened, and in 1870, he assumed the same position, efficiently functioning as agent of all three corporations. David Lyman Jewell was at the forefront of leadership within the village. He belonged to many organizations, with Jewell Lodge being named in his honor. In addition, Col. Jewell was the Captain of the party steamer "Favorita". He had an undaunted zest for life which is apparent in town records and newspaper articles. This structure has evolved through many stages in time. Oral tradition claims it as "The Suncook House," an early tavern in the village. Today it bears little resemblance to the original building. Postcards depict a simple colonial structure of the Federal period. According to Mary H. Sargent-Head, her father Major Sterling Sargent built this house.

In 1842, her father sold the home to the Suncook Mills Co. It was used as the Agents House for a number of years. Many architectural changes have occurred, with the most recent being completed in the early twentieth century during the colonial revival period. Although all early traces are no longer apparent within, this home stands as a magnificent example of the colonial revival period, lending itself majestically to the federal period.

Evans School House

The Evans School was built on land purchased by school district No.1 from James Swan in July, 1844. The building erected had two separate entrances, one for boys and the other for girls. In the early 1920's, the building ceased to be used as a school house, but was still owned by the school district until 1940. During the late 1930's, the building was used by the Civilian Conservation Corps (CCC). In 1975, Robert and Harriet Cunha purchased the building from Herbert Garrett.

Library

The Library on Main Street was built by the Works Progress Act (WPA). The library architecture and floor plan were commonly used by the WPA. Over the fireplace hangs a photograph of the first Allenstown Librarian, Mrs. John D Sweatt, dated 1894. In the 1934 Town Report, the Library Trustees reported an income of \$208.15 and an expenditure of \$203.99 leaving a balance of \$4.15. In the several Town Reports prior, there were warrant articles to appropriate funds for a library. In the 1935 Town Report, the Library Building Committee reported the completion of the building, and stated "...The building and its appointments are of such a character that the citizens of Allenstown will take a lasting pride in it."

The current librarian, Georgette Plourde, advises that the first library was located in a small building on what is now Bear Brook Road. Sometime after that, the library was relocated to the home of Mrs. Sweatt, which is now the old Gosselin home, just north of the Allenstown Elementary School.

Economic and Population Downturn of the Early 1900's/Lumbering Industry/1914 Fire

The decline of population in the eastern portion of town continued to occur from the onset of the Industrial Revolution until the final economic blow in 1914. In May of 1914, a tremendous forest fire swept through the Bear Brook area. It began in the vicinity of the Allenstown Railroad Station, near Bombay Bridge. The fire was sparked by a passing train. It virtually destroyed thousands of acres of standing and cut timber. This was the end of the lumbering industry and community life as area residents knew it. Many homes were lost and others abandoned due to lack of work. Many people migrated to the Suncook area. This rendered the Bear Brook area a wasteland for many years to come.

Bear Brook State Park History

Civilian Conservation Corps

In 1933 times were tough, and the Depression was at its height, with jobs rare and money scarce. In March of 1933, Franklin D. Roosevelt called an emergency session of Congress in order to enact several measures to revitalize the American economy. One of the programs was the establishment of the Civilian Conservation Corps (CCC). President Roosevelt promised to have 250,000 boys in camps by July 1, 1933 and the first camp in the country was occupied April 16th in Edinburgh, Virginia. In New Hampshire, twelve camps were occupied by July 1, 1931. A total of twenty-four camps were located throughout the state.

As a direct result of the program, most of New Hampshire's State Parks and National Parks were built or expanded by CCC men. In 1935, the federal government acquired 6,463 acres in Allenstown, encompassing eighty-eight land parcels. This would eventually become Bear Brook State Park. A group from the 1123rd company in Raymond began constructing camp buildings on August 16, 1935. On October 15th of the same year, the 1123rd company CCC arrived and occupied the camp.

An early photograph taken in 1937 depicts more than thirteen buildings at the site. All buildings (except the oil house), were prefabricated, constructed of southern pine boards, 2 x 4's, and tarpaper. Camp structures were without ornamentation, interior and exterior. All buildings were utilitarian and built as temporary structures. Slight architectural differences indicate social hierarchies. In the headquarters, building sills are larger and raised on posts rather than being placed on the ground.

Young men entering the CCC were required to be at least eighteen years of age and no older than twenty-six. Occasionally a boy of sixteen or seventeen would produce a false birth certificate. However, the majority were of the appropriate age. Life in camp was one of regimentation, purposefulness, comradery, equality, and learning. In the Bear Brook camp, projects were forestry, construction of roads, buildings, and recreation areas. CCC men filled old cellar holes, cleared areas, constructed fire towers, and planted trees. When completed, more than one hundred and thirty structures were erected. This included Bear Brook CCC camp, Spruce Pond, Bear Hill, recreational shelters, and bath house pavilion.

The camp was conveniently located close to the Allenstown Railroad Station. Building materials were transported by train or were trucked in. A CCC storage shed was maintained at Bailey's Quarry in Allenstown. Granite for the spectacular bath house pavilion and numerous other structures was harvested at that location. Drilled granite water fountains are still visible today.

Bear Brook Park opened to the public in the summer of 1940. The public beach and bath house were the first areas to be utilized. As additional areas were completed by CCC men, other public areas opened. Government plans were drawn to develop the park in four separate phases. Plans one and two created the beach and picnic area, Spruce Pond and Bear Hill. This was completed by the CCC. It appears forestry took prime responsibility for developing the camp ground. Oral tradition states they were assisted by state prisoners and German prisoners of war. Today an existing building is referred to as "the prisoner's mess hall".

CCC Camp/National Register of Historic Places

The Bear Brook CCC camp closed on October 30, 1942. They left behind a legacy and a contribution unsurpassed. It is believed to be the most intact CCC camp remaining in the country. It stands as a monumental remembrance to everything that was built by the CCC.

In 1943, the Federal Government transferred the Bear Brook Recreational Facility to the State of New Hampshire. It continued to be used jointly by the Federal Government and State.

Shortly after the closing of the Bear Brook CCC camp, military occupation occurred. During World War II, the Army and Navy used the site for rehabilitation, maneuvers, and recreation. Military dances were held in the grand bath house pavilion. Young service men and women from the cities of Manchester and Concord attended. The site became a favorite picnic area. Conveniently located within a fifty-mile radius of all major cities in New Hampshire, it was easily accessible.

Today the camp is on the National Register of Historic Places; six buildings remain intact, and four are open to the public seasonally.

Bear Brook State Park

In 1949, the Bear Brook campground opened with twenty sites. As popularity and demand increased, sites were added. Camping history began to evolve in the park. Today, the campground offers eighty sites and potentially others could be added.

Over the years, Bear Brook State Park became an increasingly popular family recreation area. Located within a fifty-mile radius of Manchester, Concord, Nashua, and the Seacoast, it was and is easily accessible to much of New Hampshire's population. As a recreational facility, it offers much diversity and many options, ever changing and developing as times and public needs change.

The scenic environment, both natural and man-made, attracts many sports enthusiasts and visitors. Its tranquil beauty has been favored by artists and photographers for many years. Bear Brook State Park is unique from a historical standpoint, a place where many elements converge: community, state, federal, and natural history. All that exists today is an important part of New Hampshire's cultural heritage.

Rattlesnakes

Today, the timber rattlesnake (*Crotalus horridus*) is the only endangered reptile on New Hampshire's endangered species list. Endangered wildlife are those species whose prospects of survival in New Hampshire are in imminent danger. Bear Brook State Park used to be a natural breeding ground for the timber rattlesnakes. Local folklore claims a man by the name of Pigeon Young raised rattlesnakes in the area of Catamount Quarry. Following his death, a large number were released into the wild, with the end result being overpopulation. Due to the hazards of snakebite, a bounty was offered for the snakes. In the 1930's, when the CCC crews were working in the Park, men would often suffer from snakebite. The Camp Boss was unable to obtain enough snakebite kits for his men. A Deerfield Road resident, Elmer Knox, killed and hung a particularly large timber rattler in front of his home. It was the tradition to display your trophy before submitting it for bounty. The Camp Boss learned about the snake and contacted Mr. Knox asking if he could purchase it. Elmer Knox consented and gave him the timber rattler. The Camp Boss proceeded to package it and wrap it in brown paper. He sent the package to company supplies with a note attached, "the strawberries are wonderful in New Hampshire". It wasn't very long before he received a very large shipment of snakebite kits! The New Hampshire Department of Resources and Economic Development (DRED) believes that the rattlesnakes' hibernaculum was purposely destroyed by humans. Today the rattlesnake may or may not continue to survive in Bear Brook State Park. All sightings should be reported to the New Hampshire Department of Fish and Game at (603) 271-2461 or wildiv@wildlife.state.nh.us.

Nature Center

In 1960, the Nature Center was established as a joint effort between, the University of New Hampshire, the New Hampshire Audubon Society, and New Hampshire Forestry. The first center was housed in the Bear Brook barbecue pit house; this building is presently located near the group shelter. Eventually, the center was expanded and relocated in a former restaurant building which is presently located behind the former CCC recreation hall.

At that time, wild animals were housed at the nature center. Bear, swans, otter and beaver houses were established. A pen area was created for deer, cages built for birds, raccoons, skunks, and fisher cats. Children and adults alike could then visit and observe the animals as well as learn about them. As the facility expanded again, it was relocated in the CCC headquarters building, at its present location. Nature trails and the Braille Trail were added at that time.

New Hampshire Snowmobile Museum

The New Hampshire Snowmobile Museum joined the Bear Brook complex in 1985. Paul T. Doherty, a New Hampshire native, envisioned a museum where visitors could learn about the history and evolution of snowmobiling. His dream became reality with the establishment of the New Hampshire Snowmobile Museum Association. Through a joint effort between this organization and the Bureau of Highway Vehicles of the Division of NH Parks and Recreation, a suitable and historically significant site was provided. Bear Brook State Park played an important role in snowmobiling in New Hampshire. An elaborate public trail system was developed in earlier years. The Park's convenient location, natural beauty, and many amenities attracted enthusiasts to the area. Bear Brook was the ideal location for the museum. Space was provided in two Conservation Corp buildings.

CCC Museum

In 1984, the New Hampshire Chapter 107 CCC alumni was organized to "revive the comradeship, history, and memories, and to preserve the memorabilia associated with service in the Civilian Conservation Corps." The group met monthly, at Bear Brook State Park, in one of the former 1123rd CCC buildings. They began collecting artifacts, documents, and photographs associated with work accomplished by men in the CCC camps. As a direct result of their effort, the Bear Brook camp site was placed on the National Register of Historic Places. At that time, designated space was allotted for the CCC Museum in a former camp dining hall. The museum was dedicated as the Richard Diel CCC Museum to honor Mr. Diel's service as senior forester from June of 1933 until October 1942.

Today, the museum exhibit displays many photos, books, documents, tools and artifacts pertaining to camp life and work. Items depict camps on a national level, as well as statewide. In addition to the exhibit, the museum boasts a library for students and scholars.

Family Camping Museum

An idea of Roy and Shirley Heiss from Richmond NH in 1992, the museum was incorporated with the help of Wilbur LePage, Director of Parks. The Bear Brook CCC building was chosen, again, as a historically significant site in relationship to camping. On July 10, 1993 the museum dedication was held.

The family camping museum exhibits the evolution of camping from 1880 to the present. A north woods primitive campsite depicts 1935. Artifacts include camp stoves, lighting devices, cooking tools, tents, sleeping bags, and an assortment of camping gear on display. Camping trailers depict the development of campers and travel trailers today.

Old Allenstown Meeting House

In 1992, the Old Allenstown Meeting House became part of the Bear Brook Museum Complex. Through a joint effort between the community and State, the restoration project was slated for completion in 1995.

Written Sources

The written sources for the **BRIEF HISTORICAL PROFILE OF ALLENSTOWN** section are: Suncook Village Walking Tour and Allenstown Development and Industries by Carol Martel; Old Allenstown Meeting House by James Garvin; Meet Me In Suncook Tour Brochure; Genealogical and Family History of the State of New Hampshire Volume III; and The Blueberry Express A History of Suncook Valley Railroad by the Suncook Valley Railroad Historical Society, John C. Hutchins Editor. In many instances, the language was excerpted verbatim.

HISTORICAL AND CULTURAL SITES

Many of the historical and cultural sites noted in this section are depicted on the *Historic and Cultural Features Map*.

National Register of Historic Places

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the US Department of the Interior.

In order to promote places of historic importance through National Historic Register designation, a large effort is required of townspeople. Once a property is listed, the benefits are: recognition that a property is of significance to the Nation, the State, or the community; consideration in the planning for Federal or federally assisted projects; eligibility for Federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

Table III-4
National Register of Historic Site Locations in Allenstown

National Register Entry	Date Listed	Location
Bear Brook State Park Civilian Conservation Corps (CCC) Camp Historic District	1992	Deerfield Road, Bear Brook State Park

Source: National Register of Historic Places Database, 08/02

State of New Hampshire Markers

New Hampshire's state highway historical marker program is administered by the NH Division of Historical Resources (NHDHR). Marker requests are reviewed by the State Historic Preservation Officer; costs of the markers would be borne either by the Transportation Fund or the sponsoring municipality/organization. Requests for markers must include draft text for the marker, research and justification, and a petition signed by at least 20 persons. There are no known state historical markers within Allenstown.

Local Markers

Markers erected by townspeople celebrate the uniqueness of the community and its heritage. Often, a local marker is a boulder inlaid with a metal plaque at the site of an important event or historic location of a town. These sites are located on the *Historic and Cultural Features Map*.

Table III-5
Local Historical Markers in Allenstown

Local Marker	Location
CCC Camp/National Register	Bear Brook State Park
CCC Monument	Bear Brook State Park
Old Allenstown Meeting House 1815	Deerfield Road
Veterans Memorial	Municipal Office, School Street
Several cemeteries dating back prior to the Revolutionary War	Bear Brook State Park

Sources: Subcommittee Input; CNHRPC 1999 NATURAL, CULTURAL AND HISTORICAL RESOURCES INVENTORY

Significant Historic Structures

Discussed earlier in the Chapter were references to many sites or structures that helped shape the early community of Allenstown. They are listed here in Table III-6, and many are depicted on the *Historic and Cultural Features Map*:

Table III-6
Significant Historical Structures in Allenstown

Historic Structure or Site	Location
Bath House (stonework)	Bear Brook State Park
Pavilion (stonework)	Bear Brook State Park
Former Stone Arch Bridge	Deerfield Road/Bear Brook State Park
CCC Camp-National Register	Bear Brook State Park
Recreation Camp – Spruce Pond	Bear Brook State Park
Recreation Camp – Bear Hill	Bear Brook State Park
Bear Brook Pavilion & Shelter	Bear Brook State Park
China Mill	Canal Street
Hayes Hall/former site	Main Street
Old Meeting House	Deerfield Road
Blodgett Street Rail Station	Main Street
Sargent Home	Main Street
Former Suncook House/DL Jewell House/White Rabbit Inn	Main Street
Suncook Valley Railroad Depot	Verville Road
Swan's General Store	Deerfield Road
Tilton Tavern	Deerfield Road
Kendall Post Office	Deerfield Road
Old Fire Station	East Webster Street
Evans School	Deerfield Road
Old Allenstown Elementary School	Municipal Building , School Street
St. John The Baptist Catholic Church	Main Street
Library	Main Street

Sources: Subcommittee Input

Cemeteries

As do many other small central NH region towns, Allenstown has a rich heritage and a strong connection to its past. Cemeteries are an important and personal link. A law was passed several years ago that allows municipalities to maintain any or all private cemeteries.

Table III-7
Public and Private Cemeteries

Cemetery	Owner	Location
Burgin Family	State	Across from Old Allenstown Meeting House
Cate-Batchelder	Private	Deerfield Road
Batchelder-Hayes	Private	Deerfield Road
Batchelder-Blaisdell	Private	Intersection of Mount Delight Road and Deerfield Road
Clark Burial Ground	State	Pioneer Trail in Bear Brook State Park
Dowst-Allen	Private	Wing Road
Evans-Batchelder	Private	Deerfield Road
Philbrick	Private	Philbrick Road
St. Jean Baptiste (new)	Private	River Road
St. Jean Baptiste (old)	Private	Granite Street Extension
Kenison Corner - west	Private	Corner of Deerfield Road and Podunk
Kenison Corner - east	Private	Corner of Deerfield Road and Podunk – still in use today
Leavitt	State	Podunk Road
Lane-Lear	Private	New Rye Road

Source: Subcommittee Input

Historic Mill Sites

Allenstown has a rich mill history due to its location on the Suncook River. The histories of the China Mill, still in operation today as Kennebunk Weavers, and the Grist Mill and Fulling Mill are detailed in the **Brief History of Allenstown** section.

Table III-8
Historic Mill Site Remnants

Name / Location	Location
China Mill (intact and functioning)	Canal Street
Grist Mill & Ax-Handle Manufactory (remnant) - Charles Fisher	Buck Street
Fulling Mill (remnant) - Ephraim C. Robinson	Buck Street Island
Box Factory, Reuben C. Moulton	Buck Street Island

Source: Subcommittee Input

HISTORICAL AND CULTURAL ACTIVITIES IN ALLENSTOWN

Allenstown is host to a number of programs and organizations which serve to educate or better the community. The currently defunct Historical Society has a wealth of information which can be permanently archived and has many sites to promote and preserve. Its reorganization will protect the history of Allenstown before the Town's resources become lost to development or neglect. Community groups, including the Allenstown Revitalization Association, strive to engage in activities for those of all ages to foster community spirit. Other groups specifically cater to the needs of specific age groups or societies. All organizations, most of which require intense volunteer support, are important to support and promote. The Town should endeavor to assist in any way possible to keep these community-focused groups fully functional.

Table III-9
Historical and Cultural Organizations or Activities

Type	Organization or Activity
Allenstown Revitalization Committee Projects	Historical Society
	Old Home Day Committee
	Beautification Committee
	Kids Recreation
	Economic Development
	Trails
	Bewitched Forest
	Easter Egg Hunt
	Senior Meal
	Christmas Caroling
	Children's Plays
For Young Adults	Allenstown Recreation Center
	AmeriCorps and Student Conservation Association (Bear Brook State Park)
	4-H Camps (Bear Hill)
	Boy Scouts
	Girl Scouts
	Pine Haven Boys Center Sports
	Suncook Youth Soccer (with Pembroke)
	Suncook Youth Basketball
	Suncook Little League (with Pembroke)
For Seniors	Seniors Outing Club (private)
	Senior Center
Church Organizations	Ladies of St. Anne
	St. Therese Rosebush Society
	Tri-Town Pastor's Fellowship
	Allenstown-Pembroke Interfaith Food Pantry
Service Clubs	Knights of Columbus (with Pembroke)
	Lions (with Pembroke)

Source: Subcommittee Input

SUMMARY

Our committee's recommendations were based on many of the same underlying issues. We found that there is a dangerous lack of public awareness, stewardship, and community pride regarding the history of Allenstown. This is posing a threat to historic sites, town records, artifacts, and ultimately community identity. In addition, there is a definitive geographical division within the population and culture of the community. Our primary recommendations are:

- ? Reestablish a Historical Society-To enhance public awareness, stewardship, community pride, and the preservation and protection of sites and artifacts.
- ? To Promote Historic Preservation- Build a fireproof town vault to store past and present day town documents. Enhance historic education; develop a tour brochure, and a published town history.

- ? To Solicit a Closer Relationship With State and Local Government-Develop a community action group to increase town usage and serve as liaison with Bear Brook State Park. Work to obtain input regarding park development.
- ? To Preserve and Protect Historic Sites and Buildings-Work with government entities, boards, associations, organizations, and community members. Reacquire the Allenstown Meeting House from the state using various programs and funding, to use for local gatherings and future adjoining sub station development.
- ? To Place Historic Markers and Information on Identified Historic Sites-Work with State of NH agencies and/or private sector to obtain markers and acquire permission to place markers.
- ? To Promote Cultural Development as Indicated by the New Hampshire Rural Development Report-Reestablish the Historical Society, revitalize ARA, establish a lecture series, and various performing arts groups. Promote an “East Meets West” cultural group to bring the two geographic populations of Allenstown Together.

A community can thrive and develop it's future effectively only when it understands it's past. When history is lost a community can only flounder in its lack of knowledge of what has been before.

- Respectfully Submitted, Carol A. Martel

Chapter IV

POPULATION AND ECONOMICS

INTRODUCTION

This Chapter focuses on the various facets and segments of the population of Allenstown, including migration patterns, historical trends, demographics, as well as projections for future growth. The information in this Chapter is presented so that it may be compared with other municipalities in the Central New Hampshire Region, Merrimack County, and the State. Information presented in this chapter has been derived from the Office of State Planning, United States Bureau of Census, the New Hampshire Bureau of Vital Statistics, and the New Hampshire Bureau of Employment Security.

With an actual population of 4,649 individuals in 1990 and an actual population of 4,843 in 2000, Allenstown experienced a 4.2% increase during that time period. However, population projections suggest that by 2010, the population will increase an additional 11.1% to a total of 5,378 residents.

The 2000 US Census data was available for the publication of this Master Plan, which was supplemented by estimates from the NH Office of State Planning for the recent years in between the decennial Census. In addition, the Community Survey results, representing 25% of households and out-of-town property owners in Allenstown, yielded interesting numbers for comparison purposes.

The findings in the **POPULATION AND ECONOMICS CHAPTER** in particular, of all those in the Master Plan, have a profound effect on the rest of the Chapters because it becomes the basis upon which all others are written. Population growth creates pressure on Town services and facilities, the building of new homes, and the reduction of open space. Although the Recommendations stated in this Chapter are specific only to this Chapter, they have a direct influence on each of the remaining Chapters of the 2003 Master Plan.

In order to grow in an economically practical manner and preserve the rural character desired by Allenstown residents, the promotion of smart economy is the key facet in this Chapter of the 2003 Master Plan.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To maintain the slow and steady historical growth rate of the population of Allenstown.
- ? Draft a Growth Management Ordinance after careful consideration of growth trends and, if warranted, present it to the Town Meeting for passage.
- ? Determine the need for ordinances that limit the number of building permits approved each year for new housing.

- To promote ordinances and regulations which encourage greater economic stability and financial growth within Allentown.
 - ? Develop a Capital Improvements Program for adoption by the Planning Board.
 - ? Research the need for and, if warranted, institute impact fees relative to new residential and commercial developments.
 - ? Institute ordinances and regulations that discourage the approval of additional mixed use variances, thereby limiting the number of commercial/light industrial and industrial parcels converted or lost.
 - ? Draft and enact ordinances and regulations that will provide more incentives to businesses, thus making Allentown more attractive to them.
 - ? Provide economic incentives (such as provide sewer and water, provide tax breaks, develop a Chamber of Commerce, promote businesses on a website and develop pamphlets) to commercial and industrial businesses that will employ more local residents of the Town.
 - ? Maintain ordinances that limit any additional manufactured home parks from developing in the Town.
 - ? Institute strategies and policies, such as modernizing town services or creating fees for services, that lessen the individual tax burden on town residents.
- To strengthen and promote the level of education of Allentown residents.
 - ? Seek funds from the Town, state, and federal government for building another elementary school building or a second elementary school to increase the teacher to student ratio.
 - ? Provide bussing for students to Pembroke Academy.
 - ? Institute drop out prevention and intervention programs for Allentown students, particularly for Pembroke Academy students.
 - ? Examine the possibilities for expanding on the inventory of the existing library and updating its technology.
 - ? Establish a grant committee to seek grants from the state and federal governments to provide economic and educational programs or assistance (such as job training, vocational workshops, job placement programs, educational grants and application assistance) to Allentown residents.

- To strongly encourage the modernization of the delivery of town services which would maximize their productivity and efficiency.
- ? Develop a GIS system for the Suncook Waste Water Treatment Plant to automate response and computerize the records.
- ? Encourage the procurement and deployment of the latest technologies for the Police and Fire Departments, Town Hall Offices, and Highway Department.
- ? Computerize the library resources and records.

COMMUNITY SURVEY RESULTS

According to the community survey responses, the majority of residents live in single family homes (56%), and 25% live in manufactured/mobile homes. The vast majority of respondents were homeowners (86%), living in Allenstown over 21 years (38%), and were between the ages of 40 and 64 (49%).

Table IV-1

How many people live in your home:

	Total	Percent
1	91	20.4%
2	175	39.1%
3	74	16.6%
4	69	15.4%
5	27	6.0%
6	7	1.6%
7	2	0.4%
8	1	0.2%
10	1	0.2%
Grand Total	447	100.0%

Table IV-2

How long have you lived in Allenstown?

	Total	Percent
Less than 1 year	34	7.5%
1-5 years	97	21.5%
6-10 years	57	12.6%
11-20 years	91	20.2%
Over 21 years	172	38.1%
Grand Total	451	100.0%

Table IV-3

What type of housing do you live in?

	Total	Percent
Single Family Home	253	56.0%
Two Family	36	8.0%
Multiple Family Home (3-5 units)	16	3.5%
Apartment	24	5.3%
Manufactured/Mobile Home	111	24.6%
Other	12	2.7%
Grand Total	452	100.0%

Table IV-4

Are you a:

	Total	Percent
Home Owner	386	85.8%
Renter	60	13.3%
Other	4	0.9%
Grand Total	450	100.0%

Table IV-5

Please list the number of adults for each age group who live in your home:

	1	2	3	4	5	Total	Percent
18 to 39	68	82	8	2	1	161	29.7%
40 to 64	89	168	4	4		265	48.8%
65+	73	42	1	1		117	21.5%
Grand Total						543	100.0%

Table IV-6

Please list the number of children or teenagers for each age group who live in your home:

	1	2	3	4	Total	Percent
Under 5	36	4			40	19.3%
5 to 8	35	3	1		39	18.8%
9 to 11	34	9	1		44	21.3%
12 to 17	53	29	1	1	84	40.6%
Grand Total					207	100.0%

Table IV-7

Please list all employed adults/teens in your home
who are 16 years old and older:

	Total	Percent
Full Time	453	83.9%
Part Time	87	16.1%
Grand Total	540	100.0%

Table IV-8

Are you self-employed?

	Total	Percent
Yes	31	9.3%
No	303	90.7%
Grand Total	334	100.0%

Table IV-9

Please indicate the highest level of education for each adult (18 years or older) in your home:

	1	2	3	4	Total	Percent
Some High School or Less	71	12	2	2	87	13.3%
High School Graduate/GED	149	78	8	3	238	36.4%
Some College	128	21	3		152	23.2%
Associate Degree	64	9			73	11.2%
Bachelor Degree	55	19		1	75	11.5%
Post Graduate Degree	24	5			29	4.4%
Grand Total					654	100.0%

Table IV-10
Please list the type of employment for each
adult/teen 16 years old or older:

	Total	Percent
Agricultural/Forestry	2	0.3%
Government	60	9.6%
Health Care	49	7.9%
Building Trades	45	7.2%
Homemaker	19	3.0%
Professional	64	10.3%
Computer/High Tech	20	3.2%
Non-Profit	11	1.8%
Manufacturing	44	7.1%
Real Estate	1	0.2%
Retail	56	9.0%
Retired	62	9.9%
Business Services	36	5.8%
Student	16	2.6%
Education	39	6.3%
Finance	16	2.6%
Unemployed	6	1.0%
Other	78	12.5%
Grand Total	624	100.0%

Table IV-11
What is the total annual income of your household?

	Total	Percent
Less than 10,000	30	7.7%
10,000 to 24,999	45	11.6%
25,000 to 34,999	72	18.5%
35,000 to 49,999	74	19.0%
50,000 to 75,000	102	26.2%
Over 75,000	66	17.0%
Grand Total	389	100.0%

In terms of education, 36% of adults have attained a high school diploma or equivalent, 11.5% have completed a bachelor's degree, and 13.3% have not finished high school.

According to the Community Survey, the fields in which adults are most commonly employed are other (12.5%), professional (10.3%), retired (9.9%), and government (9.6%). Almost ten percent of workers are self-employed.

POPULATION

The primary sources of information used for this segment of the Chapter were from the US Census, Town Reports, and the NH Office of State Planning. It is critical to know how many people have resided in Allenstown, how many are presently residents, and to have an understanding for how the Town may grow in the future. In short, over the last ten years between 1990 and 2000, the Town grew 3.6% according to the 2000 Census. This level of growth is among the lowest in the Central New Hampshire Region.

POPULATION TRENDS

An analysis of the actual population numbers from Allenstown from past to present will show trends of growth and decline. The trends are indicative of recent economic booms or recessions, or in the early years of Allenstown, of industrialization, war, and disease. Historical and current data assist in making predictions for future population counts.

Historical Trends

Table IV-12 shows population growth in Allenstown, Merrimack County, and the State of New Hampshire since 1767.

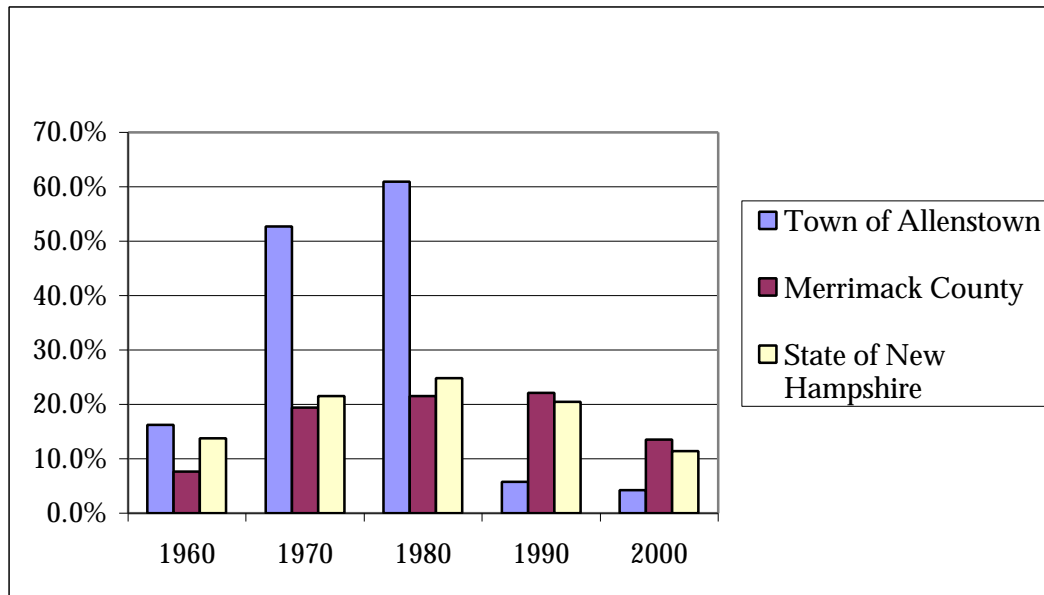
Table IV-12
Historical Population Trends 1767-2000

Year	Town of Allenstown		Merrimack County		State of New Hampshire	
	Population	% change	Population	% change	Population	% change
1767	---	---	3,477	---	52,672	---
1773	143	NA	6,715	93.1%	73,097	38.8%
1783	159	11.2%	7,337	9.3%	64,994	-11.1%
1790	254	59.8%	17,869	143.5%	141,885	118.3%
1800	315	24.0%	24,319	36.1%	183,858	29.6%
1810	346	9.8%	29,032	19.4%	214,460	16.6%
1820	433	25.2%	34,281	18.1%	244,161	13.8%
1830	481	11.1%	36,490	6.4%	269,328	10.3%
1840	455	-5.4%	38,052	4.3%	284,574	5.7%
1850	526	15.6%	42,225	11.0%	317,976	11.7%
1860	414	-21.3%	43,273	2.5%	326,073	2.5%
1870	804	94.2%	42,947	-0.8%	318,300	-2.4%
1880	1,707	112.3%	46,300	7.8%	346,991	9.0%
1890	1,475	-13.6%	49,435	6.8%	376,530	8.5%
1900	1,496	1.4%	52,430	6.1%	411,588	9.3%
1910	1,457	-2.6%	53,335	1.7%	430,572	4.6%
1920	1,213	-16.8%	51,770	-2.9%	443,083	2.9%
1930	1,549	27.7%	56,152	8.5%	465,293	5.0%
1940	1,673	8.0%	60,710	8.1%	491,524	5.6%
1950	1,540	-8.0%	63,022	3.8%	533,242	8.5%
1960	1,789	16.2%	67,785	7.6%	606,921	13.8%
1970	2,731	52.7%	80,925	19.4%	737,681	21.5%
1980	4,398	61%	98,302	21.5%	920,610	24.8%
1990	4,649	5.7%	120,005	22.1%	1,109,252	20.5%
2000	4,843	4.2%	136,225	13.5%	1,235,786	11.4%

Sources: Historical US Census Data and Population Counts from Historical Record, NH Office of State Planning

Although historical data is interesting and important, the Subcommittee decided to focus on the current population increases from 1960 to present in order to gauge the impact to the community within the last two generations. Figure IV-1 depicts the percentage of growth of Allenstown, Merrimack County, and the State for comparative purposes:

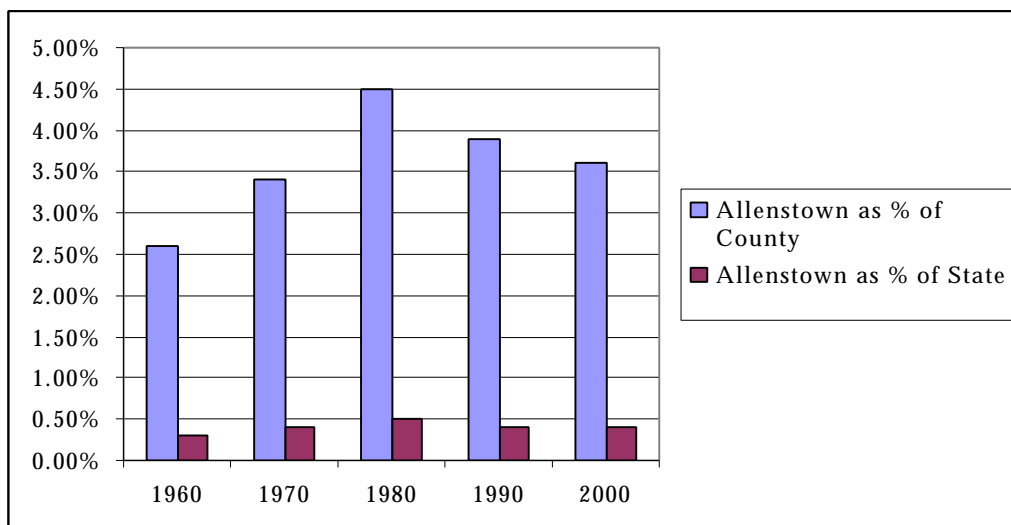
Figure IV-1
Historical Population Growth Trends 1960-2000



Source: US Census 1960-2000

According to Figure IV-1, Allenstown experienced a population boom in the 1970's and 1980's. The lowest rates of growth in recent history were realized in 1990 and 2000. This population boom and decline is not congruent with either the County or the State proportions.

Figure IV-2
Allenstown's Relative Share of Population, 1960-2000



Source: US Census 1960-2000

Table IV-13
Relative Shares of Population, 1767-2000

Year	Allenstown Population	Allenstown as % of County	Allenstown as % of State
1767	---		
1773	143	2.1%	0.2%
1783	159	2.2%	0.2%
1790	254	1.4%	0.2%
1800	315	1.3%	0.2%
1810	346	1.2%	0.2%
1820	433	1.3%	0.2%
1830	481	1.3%	0.2%
1840	455	1.2%	0.2%
1850	526	1.2%	0.2%
1860	414	1.0%	0.1%
1870	804	1.9%	0.3%
1880	1,707	3.7%	0.5%
1890	1,475	3.0%	0.4%
1900	1,496	2.9%	0.4%
1910	1,457	2.7%	0.3%
1920	1,213	2.3%	0.3%
1930	1,549	2.8%	0.3%
1940	1,673	2.8%	0.3%
1950	1,540	2.4%	0.3%
1960	1,789	2.6%	0.3%
1970	2,731	3.4%	0.4%
1980	4,398	4.5%	0.5%
1990	4,649	3.9%	0.4%
2000	4,843	3.6%	0.4%

*Source: Historical US Census Data and Population Counts from Historical Records,
NH Office of State Planning and US Census 2000, April 2001*

Figure IV-2 indicates a peak in 1980 and then a downward population trend in Allenstown with respect to Merrimack County. Full details are available for the historical relative share of population in Table IV-13.

Comparison to the State's population proportion shows that after 1980, Allenstown's population began to drop as compared to other towns in the State. Overall, Allenstown's population has not significantly increased since 1980 and has not experienced any dramatic decreases in population throughout 1960-2000.

Table IV-14
Overall Population and Housing Growth Trends, 1970 - 2000

Growth	Population	Net Change		Housing Units	Net Change	
		#	%		#	%
1970 (US Census)	2,731	NA	NA	831	NA	NA
1980 (US Census)	4,398	+1,167	61%	1,591	+760	91.5%
1990 (US Census)	4,649	+251	5.7%	1,868	+277	17.4%
2000 (US Census)	4,843	+194	4.2%	2,093	+225	12.1%
Total Change from 1970 – 2000	–	+1,612	77.3%	–	+1,262	151.8%

Sources: 1970-1990 US Census CPH-2-31 Table 9 Population and Housing Unit Counts; US Census 2000 Data

Both Allenstown's population and housing have grown, with the amount of growth tapering off between 1990 and 2000. Housing has proportionately increased more quickly than the population base. In 2000, while the population grew 4.2%, housing units increased by 12.1%.

Current Trends

Table IV-15 shows current population trends in Allenstown and the communities that border it. All areas have experienced different degrees of population growth in the last decade. Allenstown has experienced the least amount of growth proportionately to the towns which border it.

Table IV-15
Current Population Trends, 1990-2000
Allenstown and Abutting Communities

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Allenstown	4,649	4,606	4,601	4,631	4,712	4,742	4,839	4,823	4,850	4,992	4,843
Bow	5,500	5,550	5,586	5,681	5,817	5,919	6,093	6,406	6,503	6,633	7,138
Deerfield	3,124	3,142	3,142	3,194	3,242	3,272	3,339	3,397	3,449	3,554	3,678
Epsom	3,591	3,613	3,645	3,702	3,763	3,742	3,834	3,866	3,896	3,971	4,021
Hooksett	9,002	8,893	9,002	8,896	8,960	9,198	9,226	9,571	9,674	10,100	11,721
Pembroke	6,561	6,533	6,542	6,600	6,619	6,636	6,688	6,724	6,733	6,777	6,897

Source: NH Office of State Planning 1991-1999 Population Estimates of NH Cities and Towns; 1990 US Census STF1A (P1); 2000 US Census

Table IV-16 displays the rate of population growth Allenstown experienced between 1990 and 2000 as compared to abutting communities. It has grown the slowest, with Pembroke at 5.1% coming in second slowest and Bow (29.8%) growing the fastest. When comparing population densities in Table IV-17, Allenstown has the most dense town (484 persons per square mile) when the undevelopable Bear Brook State Park is omitted from calculations. Hooksett is the second most dense town at 316 persons per square mile). The natural increase of persons by births and deaths (in Table IV-18) shows that people are moving to Allenstown and this is creating the additional population growth. These facts illustrate that Allenstown's diminishing developable land should be utilized wisely when planning for future housing and population growth.

Table IV-16
Population Increase, 1990-2000
Allenstown and Abutting Communities

	% Increase, 1990-2000
Allenstown	4.2%
Bow	29.8%
Deerfield	17.7%
Epsom	12%
Hooksett	33.7%
Pembroke	5.1%

Source: 1990 US Census & 2000 US Census

Table IV-17
Population Density in Allenstown and Abutting Communities, 1960-2000

Community	2000 Population	Area in Square Miles (excluding water)	Persons per square mile			
			1970	1980	1990	2000
Allenstown	4,843	20.5	132.8	214	226	235
w/o BBSP	4,843	10.0	273	440	465	484
Bow	7,138	28.2	87	141	193	250
Deerfield	3,678	50.8	23	38	60	71
Epsom	4,021	34.5	42	79	104	116
Hooksett	11,721	36.2	150	196.7	242.5	315.8
Pembroke	6,897	22.6	187	213	288	302

Sources 1960-1990 US Census STF1A (P1);

2000 NH OSP Total Land Area Figures for NH Cities and Towns (figures are rounded)

Table IV-18
Births and Deaths, 1961-2001

Year	Births	Deaths	Natural Increase	Year	Births	Deaths	Natural Increase	Year	Births	Deaths	Natural Increase
1961	39	15	24	1975	66	49	17	1989	68	30	38
1962	39	23	16	1976	62	41	21	1990	64	28	36
1963	49	60	-11	1977	63	40	23	1991	64	30	34
1964	39	44	-5	1978	66	50	16	1992	50	20	30
1965	45	38	7	1979	83	58	25	1993	70	32	38
1966	45	35	10	1980	79	35	44	1994	53	23	30
1967	39	45	-6	1981	82	38	44	1995	45	24	21
1968	37	53	-16	1982	63	25	38	1996	38	30	8
1969	41	53	-12	1983	70	24	46	1997	38	41	-3
1970	54	52	2	1984	63	30	33	1998	44	36	8
1971	57	48	9	1985	74	30	44	1999	35	33	2
1972	68	14	54	1986	51	30	21	2000	37	27	10
1973	57	34	23	1987	74	37	37	2001	35	31	4
1974	77	38	39	1988	59	23	36				

Source: Town Reports

Population Projections

While it is important for any community to plan ahead for an anticipated increase in population, which in turn increases pressure on community services and facilities, this section should be taken lightly as new population projections have not been produced by the Office of State Planning since the 2000 Census of population was released. Old figures, which are the numbers most currently available, were used in the creation of these comparisons.

In Table IV-19, projected future population growth was calculated based upon the community's historical share of the County's population. It shows the projected population for Allenstown and abutting communities. Nevertheless, as Allenstown grows, provisions need to be made for the increased demand on Town services and infrastructure.

Table IV-19
Population Projections, 2005-2020

Allenstown and Abutting Communities				
Towns	2005	2010	2015	2020
Allenstown	5,236	5,378	5,678	5,900
Bow	6,597	6,787	7,127	7,501
Deerfield	4,123	4,534	5,062	5,623
Epsom	4,184	4,321	4,312	4,795
Hooksett	10,488	10,876	11,482	12,219
Pembroke	7,250	7,450	7,801	8,187

Source: NH Office of State Planning Municipal Population Projections 2000-2020

All projections should be reviewed with care, as no methodology is perfect enough to predict what an actual future count would be. Tables V-20 and V-21 share similar inherent problems:

Table IV-20
Actual Population Growth and Projections, 1960-2020

Year	Town of Allenstown		Merrimack County		State of New Hampshire	
	Population	% change	Population	% change	Population	% change
1960	1,789	16.20%	67,785	7.60%	606,921	13.80%
1970	2,731	52.70%	80,925	19.40%	737,681	21.50%
1980	4,398	61%	98,302	21.50%	920,610	24.80%
1990	4,649	5.70%	120,005	22.10%	1,109,252	20.50%
2000	4,843	4.20%	136,225	13.50%	1,235,786	11.40%
2010	5,378	11.1%	141,326	3.8%	1,358,750	10.0%
2020	5,900	9.7%	156,115	10.5%	1,527,873	12.5%

Sources: 1960-1990 US Census STF1A (P1); US Census 2000, DP-1;
1997 NH Office of State Planning Municipal Population Projections 2000-2020

Table IV-21
Projected Population Density, 2000-2020
 Allenstown and Abutting Communities

Towns	Square Miles (excluding water)	Persons per Square Mile					
		Projected (*Actual 2000 Data)					
		2000	2001	2005	2010	2015	2020
Allenstown	20.5	235	241	255	262	275	288
w/o BBSP	10.0	484	493	524	538	568	590
Bow	28.2	250	258	234	241	253	266
Deerfield	50.8	70.6	77	81	89	100	111
Epsom	34.5	116	121	121	125	132	139
Hooksett	36.2	315.8	332	290	300	317	338
Pembroke	22.6	302	309	321	330	345	362

*Sources: 2001 NH OSP Population Estimates of NH Cities and Towns;
 Municipal Population Projections 2000-2020; US Census 2000*

POPULATION CHARACTERISTICS

Knowing not only the numbers of people living in Allenstown but also the characteristics of the residents is the key to adequately planning for Allenstown's future needs. These needs will include recreational opportunities, Town services, education, and support services.

Population by Age

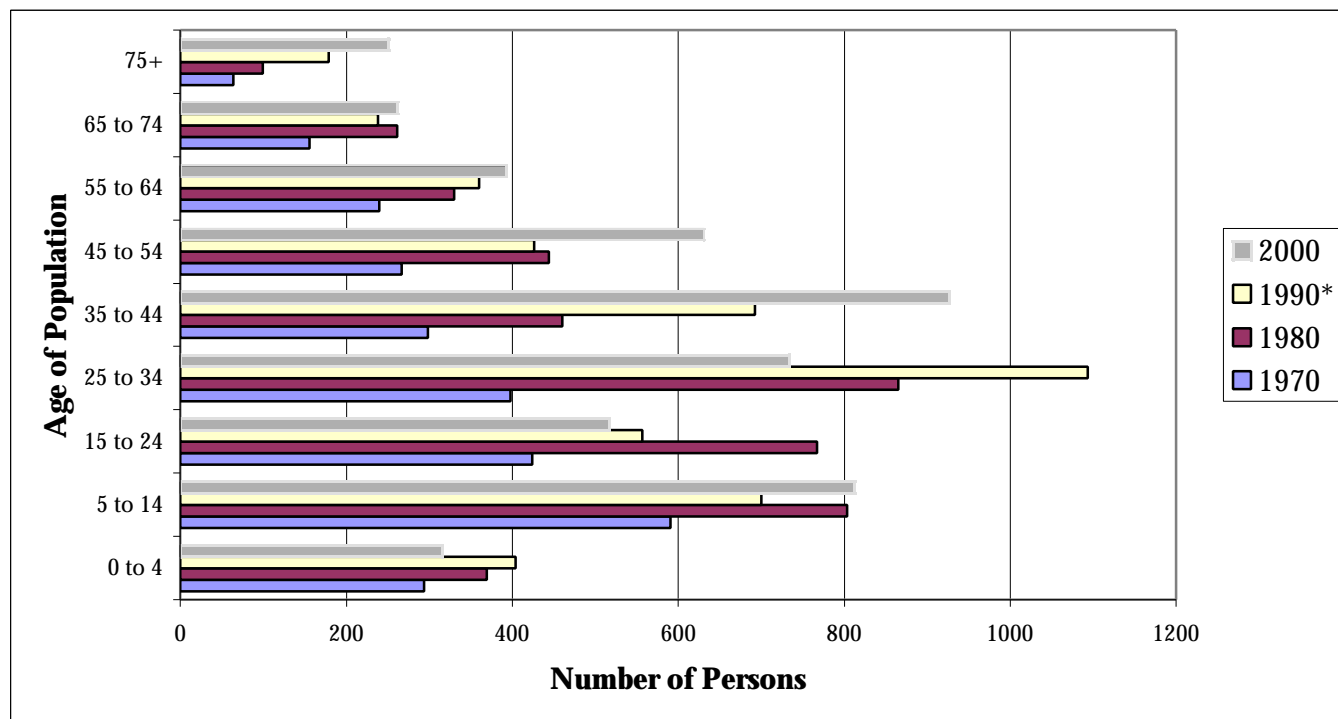
The age of a population group is important in determining if sufficient means for daycare, schooling, housing, employment, and senior services exist within a community. According to Table IV-21, an aging population is found in Allenstown, with the Census 2000's 35 to 44 age group moving steadily along through the previous decades and presumably into future census counts. The younger population (0 to 4 and 15 to 24) of Allenstown has been decreasing, a trend opposite of what is found in most Central New Hampshire towns.

Table IV-22
 Allenstown Population by Age

Age Group	Number of Persons by Age and % of Age Group							
	1970	%	1980	%	1990	%	2000	%
0 to 4	294	10.8%	369	8.4%	404	8.7%	316	6.5%
5 to 14	591	21.6%	803	18.3%	700	15.1%	813	16.8%
15 to 24	424	15.5%	767	17.4%	557	12.0%	517	10.7%
25 to 34	398	14.6%	865	19.7%	1093	23.5%	734	15.2%
35 to 44	298	10.9%	460	10.5%	692	14.9%	927	19.1%
45 to 54	267	9.8%	444	10.1%	426	9.2%	631	13.0%
55 to 64	240	8.8%	330	7.5%	360	7.7%	393	8.1%
65 to 74	156	5.7%	261	5.9%	238	5.1%	262	5.4%
75+	64	2.3%	99	2.3%	179	3.9%	251	5.2%
Total	2,732	100%	4,398	100%	4,649	100%	4,844	100%

*Source: OSP Comparison Binder of 70-80; 1970-90 US Census STF1A (P11 and P12)
 1990 Census Binder and 2000 Census DP-1*

Figure IV-3
Allenstown Population Trends by Age Group, 1970-2000



Source: OSP Comparison Binder of 70-80; 1970-90 US Census STF1A (P11 and P12)

* 1990 US Census CP-1-31 Gen. Pop. Characteristics Table 68, discrepancies found; 2000 Census DP-1

Figure IV-3 illustrates a larger number of school children from 1990, and a substantially larger middle-aged population (35 to 54) than in previous decades.

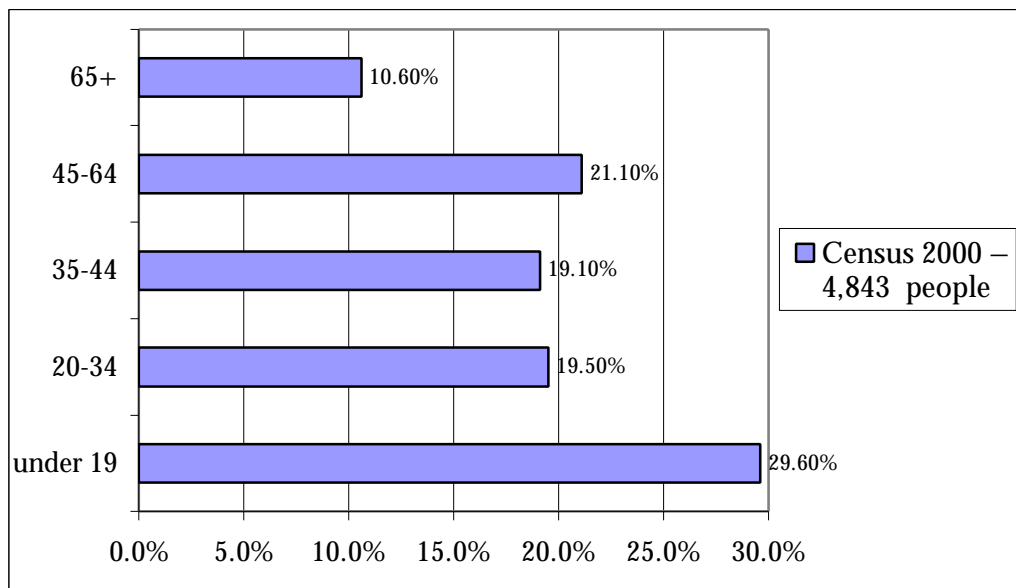
Table IV-23
Percentage of Population by Age Group, 2000

Age Group	Census 2000 4,843 people
under 19	29.6%
20-34	19.5%
35-44	19.1%
45-64	21.1%
65+	10.6%
Total	99.9%

Source: 2000 US Census DP-1

Table IV-23 combines the age cohorts into groups that are easily able to be categorized. The school age population, under age 19, comprises nearly 30% of the population. School and recreational opportunities are critical to this age group. The next populous age group is the 45-64 year olds (19%), which will soon be requiring support services and housing within the next decade. Seniors over 65, although in 2000 the smallest proportionate age group, require special transportation, housing, and recreational opportunities.

Figure IV-4
Percentage of Population by Age Group, 2000



Source: 2000 US Census DP-1

The age groups presented in Figure IV-4 are categorized into logical groupings. This figure illustrates Table IV-23. Almost 51% of residents are over the age of 35 while approximately 30% are minors.

K-8 School Enrollment (Allentown School District)

One of the largest population groups to plan for is the school age children. At present, an addition of nine classrooms at the Elementary School is being proposed to help alleviate the over-crowded conditions at the Elementary and Middle Schools.

Table IV-24
Allentown Elementary School and
Armand Dupont School 2002 Enrollment

School and Grade	Enrollment, 2002
AES	
K	46
1	50
2	85
3	60
4	72
ARD	
5	67
6	60
7	69
8	68
Total	577

Source: Allentown School District

Table IV-25
K-8 School Growth Trends, 1990-2001

Year	Population	Growth %	Enrollment	Growth %	Pop/Pupil %
1990	4,649	NA	636	NA	13.7%
1991	4,606	-0.9%	631	-0.8%	13.7%
1992	4,601	-0.1%	667	5.7%	14.5%
1993	4,631	0.7%	613	-8.1%	13.2%
1994	4,712	1.7%	657	7.2%	13.9%
1995	4,742	0.6%	667	1.5%	14.1%
1996	4,839	2.0%	698	4.6%	14.4%
1997	4,823	-0.3%	711	1.9%	14.7%
1998	4,850	0.6%	718	1.0%	14.8%
1999	4,992	2.9%	735	2.4%	14.7%
2000	4,843	-3.0%	754	2.6%	15.6%
2001	4,934	1.9%	732	-2.9%	14.8%
Growth	285	6.1%	96	15.1%	

Sources: CNHRPC Population Figures; School Reports in Town Reports

According to the School Board, the K-8 student population is not expected to grow in the next ten years, so the classroom addition should solve the issues without building a new school. This statement correlates with the rough data displayed in Table IV-25. The proposal for the classroom addition will go to the voters in March, 2003.

Household Size

The number of persons per household is indicative of sprawl patterns, social constructs, and economic circumstances. After a 1970 boom, the trend since 1980 seems to indicate that the number of persons per household in Allentown is remaining constant.

Table IV-26
Average Household Size

	1970	1980	1990	2000
Persons per household	3.4	2.5	2.5	2.5

Source: 1980, 1990, 2000 US Census

Despite the proportionately higher increase in the number of housing units (Table IV-14), the number of persons per household has not decreased over the last decade.

Educational Attainment

Table IV-27 shows the educational attainment of Allenstown residents, residents of the communities that surround Allenstown, as well as the County totals.

Table IV-27
Educational Attainment, 2000
(Based on the population 25 years of age and above)*

	Population*	less than 9th grade		9th-12th grade (no diploma)		H.S. diploma or GED	
		number	percent	number	percent	number	percent
Allenstown	3,202	323	10.1%	323	10.1%	1283	40.1%
Bow	4,556	54	1.2%	194	4.3%	945	20.7%
Deerfield	2,388	67	2.8%	132	5.5%	774	32.4%
Epsom	2,822	87	3.1%	245	8.7%	967	34.3%
Hooksett	7,484	300	4.0%	556	7.4%	2182	29.2%
Pembroke	4,523	234	5.2%	349	7.7%	1562	34.5%
Merrimack County	136,225	2,611	4.0%	7,198	7.9%	27,044	29.6%

	Some College (no degree)		Associate's Degree		Bachelor's Degree		Graduate Degree	
	number	percent	number	percent	number	percent	number	percent
Allenstown	755	23.6%	207	6.5%	219	6.8%	92	2.9%
Bow	873	19.2%	420	9.2%	1,378	30.2%	692	15.2%
Deerfield	418	17.5%	239	10.0%	509	21.3%	249	10.4%
Epsom	548	19.4%	342	12.1%	493	17.5%	140	5.0%
Hooksett	1,390	18.6%	858	11.5%	1,520	20.3%	678	9.1%
Pembroke	933	20.6%	481	10.6%	689	15.2%	275	6.1%
Merrimack County	18,823	20.6%	8,029	8.8%	17,126	18.8%	9,447	10.3%

Source: 2000 Census data

The Census question asked households to indicate the highest level of education each household member aged 25 and above had attained. Forty-percent (40%) of residents living in Allenstown stopped their education with a high school diploma or GED, a rate higher than that of the average for Merrimack County. However, 10% of Allenstown residents do not have a high school diploma. This figure is substantially higher than that of surrounding communities and the County average (12.9%). Allenstown also has a low rate of post-secondary education according to the 2000 Census (39.8%); the average for Merrimack County was 58.5% and all surrounding communities had a higher average.

ECONOMICS

EMPLOYMENT CHARACTERISTICS

Most of the residents are employed outside of Allenstown. Unemployment rates have remained average in comparison to abutting towns. In the Population section, tables depict the educational attainment of Allenstown residents in 1990. This level is generally lower than the averages for Merrimack County. Different employment and income characteristics of Allenstown residents will be examined in this section.

Commuting Patterns

The most current data available for much of the Economics section is from the 1990 Census. Nonetheless, it is indisputable that most residents travel outside of Allenstown to their places of employment. Table IV-28's commuting patterns depict responses from residents that were 16 years of age and older.

Table IV-28
Allenstown Residents' Commuting Patterns, 1990

Estimated Residents Working (population 16 years and over 3,494)	2,671
Residents Commuting to Another Town	2,142
Residents Employed In Allenstown	237

Sources: 1990 Census Social & Economic Characteristics (CP-2-31) Tables 198 and 199

The distance to employers has an effect on the ability of residents to travel to their place of employment. The greater the distance, the greater the hardship on residents. This hardship, which may manifest in the form of lower income (see Table IV-37), can be reduced by shared transportation or by the availability of closer employment.

Table IV-29
Commuting Time for Area Residents, 1990 - 2000

	1990 Mean Travel Time to Work (minutes)	2000 Mean Travel Time to Work (minutes)
Allenstown	25.6	27.6
Bow	20.9	25.3
Deerfield	33.6	33.9
Epsom	28.4	27.0
Hooksett	20.7	25.7
Pembroke	22.3	24.3
Merrimack County	21.5	24.3

Source: 1990 Census Table 2, Social & Economic Characteristics and
2000 US Census, Selected Economic Characteristics

Between 1980 and 1990, the commuting times for all inventoried towns increased. This fact may be due to increased congestion and/or the inability to find a nearby job to suit the skills of residents.

Table IV-30
Place of Work from Community Survey Responses, 2002

Town	Full-Time	% of Workers
Allenstown	28	5.9%
Concord	102	21.5%
Hooksett	41	8.6%
Manchester	101	21.3%
Nashua	18	3.8%
Pembroke	13	2.7%
Bow	10	2.1%
Bedford	10	2.1%
Other NH Towns	123	25.9%
In MA	28	5.9%
Total	474	100.0%

Town	Part-Time	% of Workers
Allenstown	16	16.7%
Concord	28	29.2%
Hooksett	8	8.3%
Manchester	12	12.5%
Nashua	0	0.0%
Pembroke	5	5.2%
Bow	0	0.0%
Bedford	3	3.1%
Other NH Towns	24	25.0%
In MA	0	0.0%
Total	96	100.0%

Source: Community Survey Results, 2002

According to results from the Community Survey, most full-time workers commuted to towns other than that which were on the list (25.9%), 21.5% commuted to Concord, and 21.3% commuted to Manchester. Few full-time employees worked in Allenstown (5.9%).

Employment in Allenstown

Of the 4,843 persons counted in 2000, 2,686 (55.1%) were in the labor force. This figure does not include persons in the military or armed services, but does include most local, state, and federal governmental employees and residents aged 16 and over.

Table IV-31
Number of Civilians in the Labor Force

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	% Change from '90-'01
Allenstown	2,529	2,368	2,280	2,332	2,360	2,422	2,367	2,533	2,539	2,587	2,673	2,686	6.2%
Bow	2,778	3,154	3,204	3,347	3,685	3,781	3,728	3,855	4,043	4,082	4,236	4,243	52.7%
Deerfield	1,486	1,664	1,667	1,707	1,879	1,928	1,901	1,985	2,055	2,074	2,153	2,156	45.1%
Epsom	1,561	1,657	1,686	1,704	1,868	1,917	1,890	2,043	2,112	2,132	2,212	2,216	42.0%
Hooksett	5,108	4,788	4,669	4,884	4,955	5,083	4,969	5,187	5,326	5,427	5,608	5,634	10.3%
Pembroke	3,412	3,758	3,794	3,936	4,174	4,283	4,223	4,081	4,164	4,204	4,363	4,370	28.1%

Source: NH Department of Employment Security City and Town Benchmark Data 1990-1999

Non-home business employers have been identified by the Subcommittee based upon local knowledge. These businesses or services are listed in Table IV-32 and most are depicted on the **Employers Map**.

Table IV-32
Employers in the Town of Allenstown, 2002

Company	Location
ABC Glass	Corner of Elm and School Streets
Advanced Excavating and Paving	North of Dodge Road on River Road
Allenstown Animal Hospital	West of Pinewood Road on River Road
Allenstown Elementary School	Corner of Sunnyside and Main
Allenstown Optical Professional Eye Center	North of River Road on Pinewood
Allenstown Town Hall/Police	Corner of Library and School Streets
Allenstown Tractor	North of Granite Street on DW Highway
Allenstown Transfer Station	South of New Quarry Road on Granite Street
Al McDonnell Electric	South of Pinewood Road on River Road
Angford Auto Repair	South of Dodge Road on River Road
Armand R Dupont School	West of Elm on School Street
Aubuchon Hardware	Corner of Chester Turnpike and Pinewood
Bear Brook Grooming Boutique	East of Catamount Road on Deerfield Road
Bear Brook Stables	East of Catamount Pond on Deerfield Road
Bear Brook State Park	Deerfield Road
Beaudet Automotive	Corner of Ferry and Main Streets
Big Jim's	Corner of Chester Turnpike and Pinewood
Bi-Wise Market	DW Highway north of Granite Street
Casco Food Service	Library Street
Casella Container	River Road across from intersection with Granite St
Changing Times Salon	North of Kimberly Lane on River Road
Chantilly's	DW Highway north of Granite Street
Clements Fire Wood	Corner of Pinewood and River Road
Curves	DW Highway north of Granite Street
David Roy & Sons	Diane and Granite Streets intersection
DCC Construction	Corner of Pinewood and Lavoie Drive
Demarco's	Corner of DW Highway and School Street
Dukes	Intersection of School and Main Streets
Dunkin Donuts	DW Highway west of Chester Turnpike
Eagle Concrete Products	Intersection at Ferry Street
Family Dollar	DW Highway north of Granite Street
Family Health Center	North of River Road on Pinewood
Fiddler's Farm and Construction	Corner of Granite and River Roads
Hair Today	DW Highway west of Chester Turnpike
Hamel Trucking	Corner of Dodge Road and River Road
Hank's Small Engine Repair	North of Boat Meadow Brook on River Road
John's Truck Service	DW Highway at Hooksett border
Johnson's Flower Shop	Corner of Pinewood and River Road
JR Cycles and Auto Repair	South of School Street on Valley Street
Keith's Truck Service	Intersection of Granite Street and Chester Tpke
Kennebunk Weavers	End of Canal Street
Laundromat	DW Highway west of Chester Turnpike
Mabel's Stables	Wing Road
Malina Inc.	End of Canal Street

Martel's Self Care Products	Corner of Chester Turnpike and School Street
Mega X Gas	DW Highway before Hooksett border
Meme's Restaurant	North of River Road on DW Highway
Mobil on the Run	DW Highway south of Granite Street
MRF	Corner of Pinewood and Lavoie Drive
Mr Gelo's	North of River Road on Pinewood
NH Exteriors	North of River Road on Pinewood
NH Reupholstery	South of Cross Road on DW Highway
Performance Electric	Bailey Avenue
Pine Haven Boys Center	Pine Haven off of Route 28
Pizza Market	DW Highway west of Chester Turnpike
Primechoice Wood Primers	Corner of Gilbert and Pinewood Roads
Primerica	Corner of Pinewood and Lavoie Drive
Professional Physical Therapy Service	South of Cross Road on DW Highway
Profile Dental Arts	North of River Road on Pinewood
Riggs Unlimited	DW Highway at Hooksett border
Rite Aid	DW Highway north of Granite Street
School Street Kindergarten	Between Theodore Ave and Valley St on School Street
Suncook Convenience Store	South of Presidential Drive on Pinewood
Suncook Industrial Park	Corner of Pinewood and Lavoie Drive
Suncook Trim	End of Bartlett Street
Suncook Wastewater Treatment Plant	End of Ferry Street
Tamchar	Corner of New Quarry Road and Granite Street
Tender Years Daycare	Between Granite Street and Pinewood on Chester Tpke
Thomas Hodgson & Sons Inc.	End of Canal Street
Twin Oaks Campground	North side of Pinewood Road

Sources: Allenstown Community Profile, State of NH website; Subcommittee Input

Unemployment

Table IV-33 displays what percentage of workers from Allenstown registered for unemployment benefits. The unemployment rate in Allenstown is the second highest of the surrounding communities. In 2000, the rate was lower (2.6%) than it had been in the previous decade, with a high of 9.2% filing for benefits in 1992. Every community examined is seeing a reduction in their unemployment rate trends.

Table IV-33
Unemployment Rate Trends, 1990 to 2000

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Change from '90-'00
Allenstown	5.9%	7.4%	9.2%	6.8%	4.9%	4.5%	4.7%	3.0%	3.2%	2.8%	2.6%	-3.3%
Bow	3.0	3.8	3.8	3.1	2.0	1.6	1.9	2.0	1.9	1.6	1.8	-1.2
Deerfield	6.8	8.2	8.1	6.3	4.2	3.5	3.9	2.6	2.7	2.3	2.5	-4.3
Epsom	5.3	8.7	7.7	5.5	3.6	3.3	4.1	3.3	3.2	2.8	3.3	-2.0
Hooksett	5.3	7.1	7.2	5.6	4.0	4.2	3.3	2.7	2.4	2.3	2.7	-2.6
Pembroke	7.5	8.8	8.1	6.1	3.8	2.5	2.9	2.6	2.4	2.3	2.5	-5.0

Source: NH Department of Employment Security - NNetwork

Occupations

Findings from the US Census show that almost 52% of the professions of people who live in Allenstown are office-related occupations. An additional 34% are labor-oriented. The remainder (over 14%) are employed in service and agricultural occupations.

Table IV-34
Occupation of Employed Individuals over Age Sixteen, 1999

	Number	Percent
Employed individuals over age 16	2,664	100
Managerial, professional, and related occupations	581	21.8
Sales and office occupations	794	29.8
Service occupations	376	14.1
Agriculture, forestry, fishing and hunting, and mining	21	0.3
Construction, extraction, and maintenance occupations	417	15.7
Production, transportation, and material moving occupations	488	18.3

Source: 2000 US Census

INCOME CHARACTERISTICS

As the heart of an economic structure within a town, the characteristics of the income of both a household and an individual tell a tale of the economic conditions within that community. Both Average Weekly Annual Wage (from Allenstown employers) comparisons and Household and Per Capita Income comparisons (from Allenstown and non-Allenstown employers) give indications of the economic health and employment opportunities within a town.

Wage Comparisons

These wages in Table IV-35 represent what employers in the respective towns are paying their workers. The workers reside in any municipality. From this table, one can see where the economic opportunities (i.e., highest-paying jobs) are located.

Table IV-35
Average Annual Weekly Wage - Private Industries and Government, 1998 - 2000

Town	Number of Jobs	1998	Number of Jobs	1999	Number of Jobs	2000	Job % Change, 1998-2000	Wage % Change, 1998-2000
Allenstown	470	\$400.19	542	\$416.90	548	\$469.75	16.6%	17.4%
Bow	3,305	\$660.55	3,435	\$703.58	3,372	\$751.27	2.0%	13.7%
Deerfield	375	\$431.01	424	\$465.05	449	\$475.34	19.7%	10.3%
Epsom	962	\$425.42	959	\$436.02	873	\$505.92	-9.3%	18.9%
Hooksett	6,136	\$610.17	6,700	\$628.94	6,755	\$741.02	10.1%	21.4%
Pembroke	1,755	\$531.62	1,800	\$562.73	1,901	\$578.31	8.3%	8.8%

Source: 1998, 1999, and 2000 County Profile, Employment and Wage Data,
NH Department of Employment Security

Employers in Allenstown have paid their workers, in 1998, 1999, and 2000, less than in any of the abutting towns. The number of jobs available in Allenstown has increased almost 17% during the three-year time span, higher than any other town except Deerfield. Deerfield is the only town similar in population size. Although wages in Allenstown are lower, employers are paying their employees more, with more than a 17% increase in wages paid to the average worker. Allenstown should find ways to attract more employers to Town.

Household and Per Capita Income Comparisons

While wage comparisons are helpful and important, they do not directly address the economic condition of Allenstown residents. These results in Table IV-36 correlate well with Table IV-11, where 7.7% of survey respondents reported less than \$10,000 in income, 19% reported incomes of \$25,000-\$34,999, and 26% of respondents reported that they grossed \$50,000-74,999 in 2001.

Table IV-36
Yearly Household Income, 1999

Yearly gross household income in Allenstown	Number of households	Percent of total
less than \$10,000	121	6.4%
\$10,000-\$14,999	100	5.3%
\$15,000-\$24,999	208	10.9%
\$25,000-\$34,999	292	15.4%
\$35,000-\$49,999	381	20.0%
\$50,000-\$74,999	497	26.1%
\$75,000-\$99,999	182	9.6%
more than \$100,000	120	6.3%
Total households	1,901	100%
Median income	41,958	
Mean income	48,960	

Source: 2001 US Census

As indicated by previous tables, the higher wages can be attributed to workers commuting to other towns for employment instead of working within Allenstown. Per capita incomes are helpful to measure any disparity between neighboring towns. The income is what the wage-earners from the respective towns bring home prior to taxes. More current information should be soon available, and the figures in Table IV-37 do not account for inflation:

Table IV-37
Per Capita Income

Town	1989	1999	Change %
Allenstown	13,420	18,851	40.5%
Bow	19,752	29,557	49.6%
Deerfield	15,424	24,160	56.6%
Epsom	14,415	22,026	52.8%
Hooksett	18,872	24,629	30.5%
Pembroke	15,811	20,800	31.6%

Sources: NH Department of Employment Security - NHetwork

Allenstown's per capita income, at \$18,851, is substantially lower than that of its abutting communities'. Pembroke's income is second lowest at \$20,800, while Bow's is the highest at \$29,557. Allenstown's lower income is likely due to a combination of factors, including the lower educational attainment of residents, the lack of high-paying local jobs, and the number of people in the workforce performing in lower-paying jobs.

TOWN TAX RATES

An examination of the tax rates and net valuation also help to gauge the economic health of a community. Since the Claremont decision in 1999 where towns spend a base rate of \$6.60 per \$1000 of valuation toward the schools (which is then modified by the equalized valuation ratio), Allenstown's taxes have decreased. In addition, the municipal tax rate has declined by almost 50% from \$10.60 in 1996 to \$5.83 in 2001. Voters in Allenstown are hesitant to raise money for municipal expenditures, although the quality and variety of Town services may decrease as a result.

Table IV-38
Breakdown of Allenstown Tax Rates, 1996-2001

Year	Municipal Rate Per \$1000	County Rate per \$1000	Local Education Rate per \$1000	State Education Rate per \$1000	Total Rate per \$1000
1996	10.60	1.35	---	---	30.56
1997	10.11	1.58	---	---	35.85
1998	9.36	2.27	---	---	36.34
1999	10.32	2.14	9.80	6.94	29.20
2000	7.87	2.11	14.10	5.82	29.90
2001	5.83	2.12	13.09	5.24	26.28

Source: Allenstown Town Reports; NH Department of Revenue Administration website

Allenstown has a lower net valuation (what each of the parcels and buildings are worth) than other neighboring communities. Its local school tax rate is second lowest at \$13.09, with Hooksett having the lowest at \$9.39 and Pembroke having the highest at \$19.05. When the full value tax rate is applied, Allenstown has the second highest tax rate at \$24.38 of the examined communities, although residents and property owners are paying \$26.28 per \$1000 of valuation, the third lowest tax rate. Allenstown is paying an average amount of taxes, but it seems higher due to the lower weekly wages and lower per capita incomes of its residents.

Table IV-39
Equalized Tax Rates of Allenstown and Abutting Communities, 2001

Community	Net Valuation	Tax Rate per \$1000	Full Value Tax Rate per \$1000	Local School Tax Rate	State School Tax Rate
Allenstown	\$162,771,593	\$26.28	\$24.38	\$13.09	\$5.24
Bow	\$644,807,207	\$29.09	\$21.64	\$13.53	\$8.27
Deerfield	\$257,135,120	\$24.04	\$21.20	\$14.21	\$5.27
Epsom	\$165,322,785	\$25.15	\$17.16	\$13.19	\$6.41
Hooksett	\$745,364,746	\$25.27	\$19.14	\$9.39	\$6.38
Pembroke	\$245,033,021	\$39.16	\$26.00	\$19.05	\$7.21

Source: NH Department of Revenue Administration

SUMMARY

When discussing the population and economics of the town of Allentown there are a few issues that seem to concern most of its residents. These themes were the most common issues raised by residents in the community survey results, and during the visioning sessions. They are:

- ? Maintaining the historical growth rate of the population
- ? Expanding the tax base and lessening the tax rate of Allentown
- ? Promoting commercial and light industrial growth within the town
- ? Strengthening and improving the level of education of Allentown residents
- ? Promoting the economic stability and financial growth of Allentown residents

Over the last twenty years Allentown has enjoyed a slow and steady population growth. This can be best reflected when examining the historical population trend of the town as detailed in Table IV12. This trend might best be preserved by drafting a Growth Management Ordinance, as well as other zoning ordinances and regulations that preserve the historical pattern. Some suggested examples of these ordinances and regulations are as follows:

- A) Capital Improvements Plan
- B) Impact Fees
- C) Maintain and strengthen ordinances and regulations that limit additional mobile home parks from developing in the town.

It is clear from the community survey feedback from residents, that taxes are a main concern for most. In order to address this concern, the town should do more in the way of promoting ordinances, regulations, and economic incentives, which encourage greater commercial and industrial growth within its borders. This would help to broaden the tax base for the town and may help to ease the tax burden on its residential taxpayers. Some suggested examples are:

- A) Draft and promote ordinances, regulations, and economic incentives, which will attract more businesses to Allentown.
- B) Provide economic incentives to commercial and industrial businesses that will specifically employ more local Allentown residents (i.e. supermarkets, large chain stores, hospitals, etc.)

Another main concern that was raised in the community survey results and visioning sessions, is the quality and level of education in Allentown. It is recommended that the Town do more to strengthen and promote the level of education of its residents. This will also compliment the town's desire to promote the economic stability and financial growth of its residents. The following are some suggestions on how Allentown could achieve this goal:

- A) Seek funds from the state and federal governments for building a new and larger elementary school with the latest facilities and technology.
- B) Increase the teacher to student ratio.
- C) Provide bussing for students to Pembroke Academy.
- D) Institute drop out prevention and early intervention programs for Allentown students, focusing especially in ARD and Pembroke Academy.

- E) Seek grants from the state and federal government to provide economic and educational programs and or assistance for Allentown residents (i.e., ob training, re-training, vocational workshops, job placement programs, educational grants and application assistance).

- Respectfully Submitted, Karen Gendreau and Thomas Gilligan

Chapter V **HOUSING**

INTRODUCTION

The purpose of the housing Chapter in this Master Plan is to identify Allenstown's current housing inventory, short-term housing needs, and to develop long-range plans for single family, multi-family, manufactured homes, and senior housing.

Safe, quality, and sanitary housing that reflects the community is important to the long-term future of Allenstown. The housing character of any community is perhaps the most obvious indication of the town's quality of life. Allenstown's housing stock consists of detached, single-family homes (36%), multi-family homes (26%), and manufactured homes (37%).

The June 2002 Community Survey results indicated a concern about the number of manufactured homes and the tax rate. At the Community Visioning Session held in October 2002, the main housing issues identified were:

1. Encourage future housing of single family homes and elderly housing.
2. Concerns about mix of housing stock – the town currently has an ordinance of 15 stick built homes to 1 manufactured home; and
3. Pursue grants for rehabilitation of substandard housing.

The vision for this chapter is to consider the character of the community and land availability when planning for the future housing needs of a growing population.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To promote wise affordable single-family housing growth in Allenstown and continually monitor development trends.
 - ? Evaluate the effectiveness of the Manufactured Housing Ordinance within the Zoning Ordinance.
 - ? Produce a buildout analysis to determine those parcels still available for development.
 - ? Produce a Capital Improvements Program to adequately plan for future expenditures of town equipment and projects to better serve Allenstown residents.
 - ? Determine whether an impact fee ordinance would be appropriate for Allenstown's rate of growth.
 - ? Develop and adopt architectural and design guidelines to ensure that new development fits the character of the neighborhood.

- To encourage the development of elderly housing.
 - ? Seek grants from Concord Area Trust for Community Housing, Community Development Block Grant, etc to rehabilitate and maintain the homes of the elderly and disabled residents of Allenstown.
 - ? Attract assisted living communities to locate to Allenstown.
 - ? Communicate regularly with Concord Area Transit (CAT) and Pembroke for updates on the status of bus service options to Allenstown.

- To encourage new residential growth to locate to the Bear Brook State Park area.
 - ? Revise the Zoning Ordinance to better state cluster development provisions.
 - ? Consider large-lot zoning as a way to maintain the historical growth in Town.
 - ? Monitor the need for a Fire and Police substation as the population grows in the Bear Brook area.

- To strive to improve the identity and image of, or “spruce up”, the Town by partnering with youth groups or schools.
 - ? Erect “Welcome to Allenstown” signs when entering the Town at all town lines.
 - ? Establish a Committee to become involved in projects that promote the Town to businesses and residents (such as business sponsorship awards for landscaping or painting, etc).
 - ? Develop and implement a consistent and symmetrical landscaping theme for Allenstown that is recognizable by residents and businesses (logo, signage, bridges, identical street lights, street tree program, etc).
 - ? Develop incentives (such as recognition and promotion) for homeowners and manufactured home park renters to tidy up and landscape their properties.
 - ? Enact ordinances (junkyard, picking up after pets, health and safety) to improve the look of Allenstown.
 - ? Establish a Welcome Wagon to welcome new residents and businesses to Allenstown.
 - ? Partner with different organizations, or youth groups, to develop projects that further enhance Allenstown.
 - ? Seek grants to provide funding for community projects.

COMMUNITY SURVEY RESULTS

According to the community survey responses, the housing that respondents would like to see most encouraged are single family homes (28%) and elderly housing (16.8%). Manufactured home parks had the lowest percentage (4%).

Table V-1
What type of housing would you like to see Allentown encourage?
Check all that apply.

	Total	Percent
Single Family	276	28.4%
Manufactured Home Parks	36	3.7%
Two Family	62	6.4%
Condos	58	6.0%
Conversion of Older Buildings into Apartments	37	3.8%
New Apartments	45	4.6%
Manufactured Homes on Lots	97	10.0%
Cluster Development	94	9.7%
Elderly Housing	163	16.8%
Mixed Use	103	10.6%
Grand Total	971	100.0%

Table V-2
Do you feel that the housing available in Allentown is affordable?

	Total	Percent
Yes	181	38.5%
No	124	26.4%
Unsure	85	18.1%
No Opinion	80	17.0%
Grand Total	470	100.0%

GENERAL HOUSING CHARACTERISTICS

Over the last thirty years, Allenstown's population has increased over 77% while the number of housing units has increased by nearly 152%. More houses, almost twice as many, are being built to accommodate a fewer number of individuals in each household.

Table V-3
Population and Housing Growth, 1970-2000

Growth	Population	<u>Net Change</u>		Housing Units	<u>Net Change</u>	
		#	%		#	%
1970 (US Census)	2,731	-----	-----	831	-----	-----
1980 (US Census)	4,398	+1,167	61%	1,591	+760	91.5%
1990 (US Census)	4,649	+251	5.7%	1,868	+277	17.4%
2000 (US Census)	4,843	+194	4.2%	2,093	+225	12.1%
Total Change from 1970 – 2000	-----	+1,612	77.3%	-----	+1,262	151.8%

Sources: 1970-1990 US Census CPH-2-31 Table 9 Population and Housing Unit Counts;
US Census 2000 Data

To put Allenstown's growth in perspective, much of the Central NH Region has experienced population and housing growth in excess of 100% over the past 30 years.

Housing Stock and Supply

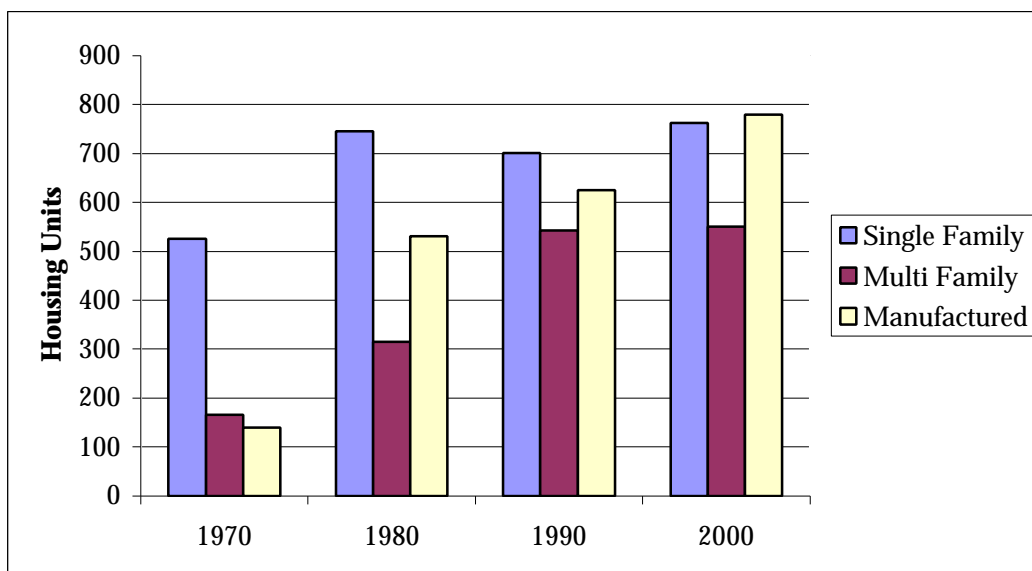
The amount and types of housing a community contains will influence property values, land use, and population growth. Trends can be charted that give direction to how a municipality should be handling its own unique housing situation.

Table V-4
Allenstown Housing Supply, 1970-2000

Occupied Housing Units by Type					
	1970	1980	1990	2000	2002*
Single Family	525	745	701	763	780
Multi-Family	166	315	542	551	179
Manufactured	140	531	625	779	605
Total	831	1,591	1,868	2,093	1,564

Sources: 1970, 1980, 1990 and 2000 US Census; *2002 data from July 2002 Tax Assessor, only shows the number of parcels, not the number of buildings (except for manufactured homes)

Figure V-1
Allenstown Housing Supply, 1970 – 2000



Sources: 1970, 1980, 1990, 2000 Census

Tracking the ages of homes within a community can contribute information on the community character, tax base, and housing supply and opportunities. Historic homes that are well-kept are both economic and historic assets to a town. Table V-5 illustrates the age of housing stock in Allenstown:

Table V-5
Age of Houses in Allenstown, 2000

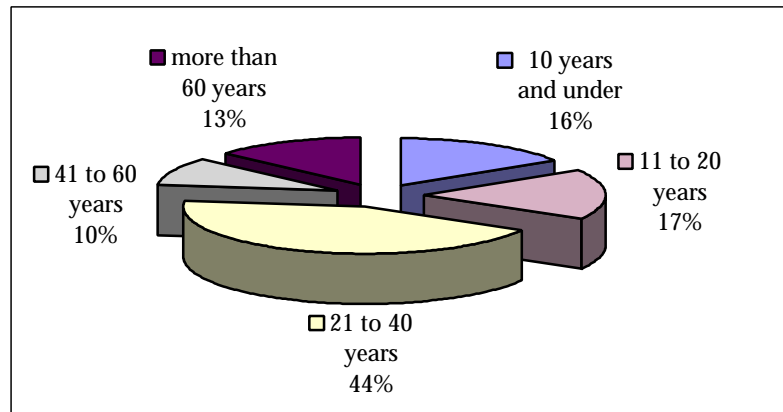
Age	Number of Houses
10 years and under	315
11 to 20 years	338
21 to 40 years	854
41 to 60 years	196
more than 60 years	259

Sources: 2000 US Census

According to Table V-21, 277 new construction permits for homes, including new and replacement manufactured homes, were issued between 1990 and 2001. One can assume an incremental increase in the Table V-5 above and roughly estimate that there are over twice as many more homes over the age of 30 years than there are newly constructed homes less than 30 years old. It can be extrapolated that Allenstown has an abundance of older homes (21 years and older), while newer homes (fewer than 21 years old) are slower to be built.

Figure V-2 illustrates that 67% of homes, in 2000, were at least 21 years of age.

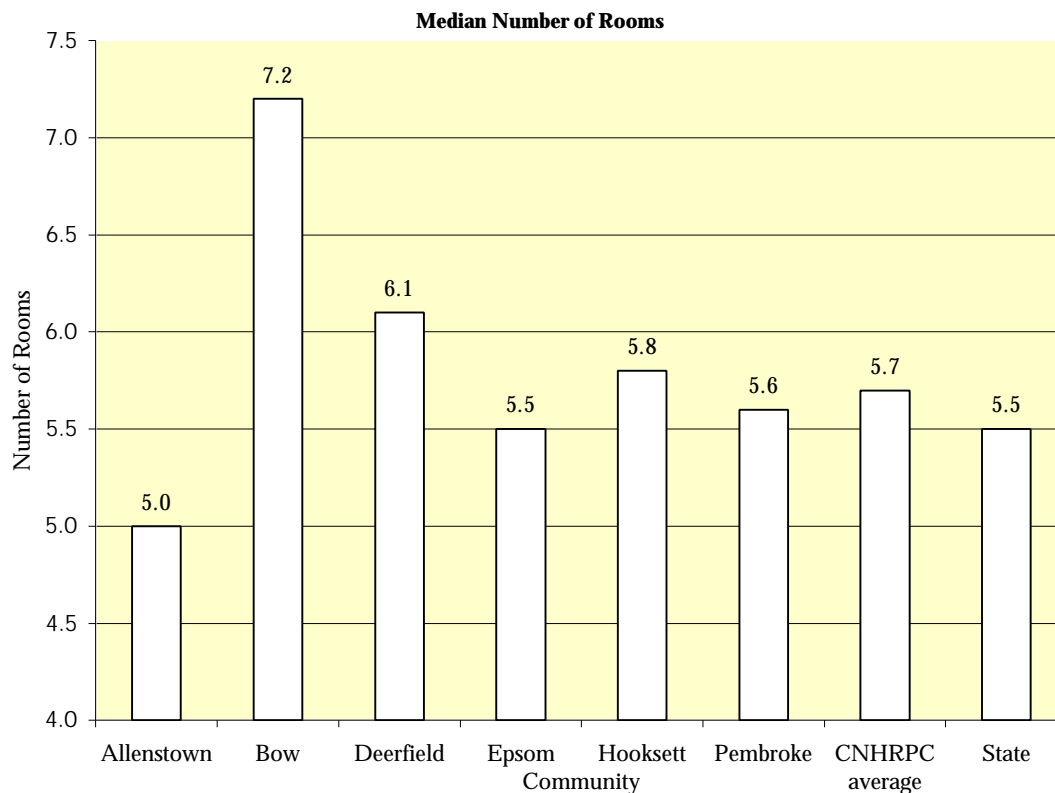
Figure V-2
Age of Housing Stock by Percentage, 2000



Sources: 2000 US Census

Figure V-3 displays the number of bedrooms homes in Allentown and the surrounding communities contain. Allentown has fewer bedrooms, and thus smaller homes, than the averages of the CNHRPC Region and the State. This should be no surprise due to the large number of manufactured homes which are, by nature, smaller than traditional single-family homes.

Figure V-3
Median Home Size in Allentown and Neighboring Communities



Sources: 2000 US Census

Housing Density

Housing density is calculated by dividing the number of housing units by the square mileage of the area. It is a measure of how thickly settled an area is. Allenstown's number of square miles, excluding water, is 20.5. Table V-6 below shows the average number of housing units per square mile for the Town of Allenstown from 1970 to 2000:

Table V-6
Change in Housing Density 1970-2000

Year	Units	Density per Square Mile	% Change from Previous Decade	% Change from 1970
1970	831	40.5	----	----
1980	1,591	77.6	91.6%	91.6%
1990	1,868	91.1	17.4%	124.9%
2000	1,962	95.7	5.1%	136.3%

Sources: 1970-2000 US Census

Table V-7
Changes in Housing Density in Allenstown and Abutting Communities, 1990-2000

	Land Area (Sq. Miles)	Number of Dwelling Units, 1990	Dwelling Units / Sq. Mile, 1990	Number of Dwelling Units, 2000	Dwelling Units / Sq. Mile, 2000	Change in Density, 1990-2000	Percent Change, 1990-2000
Allenstown	20.5	1,868	91.1	1,962	95.7	4.6	5.1%
w/o BBSP	10.0	1,868	186.8	1,962	196.2	9.4	5.0%
Bow	28.2	1,860	66.0	2,330	82.6	16.6	25.2%
Deerfield	50.8	1,227	24.2	1,406	27.7	3.5	14.5%
Epsom	34.5	1,396	40.5	1,592	46.2	5.7	14.1%
Hooksett	36.2	3,484	96.2	4,307	119.0	22.8	23.7%
Pembroke	22.6	2,536	112.2	2,734	121.0	8.8	7.8%

Sources: 1990 - 2000 US Census Data; Community Information, NHARPC web site; 2001 Digital tax map computation

As displayed in Table V-7, it is essential to note that Allenstown is in a different position than any of the other towns listed in that Bear Brook State Park has a significant impact on the ability of residents to locate and build homes. With just 10.0 square miles available for infrastructure, business, industry, and residences, Allenstown is severely limited in its options for future traditional residential development.

Table V-8
Population Increase, 1990-2000
Allenstown and Abutting Communities

	% Increase, 1990-2000
Allenstown	4.2%
Bow	29.8%
Deerfield	17.7%
Epsom	12%
Hooksett	33.7%
Pembroke	5.1%

Source: 1990 US Census & 2000 US Census

COST OF HOUSING IN ALLENTOWN

This section examines the costs of housing in Allentown from both a rental and an ownership perspective. When the term *contract rent* is used, it indicates the price paid monthly by the tenant to the landlord. Contract rent is the advertised cost of the unit, and the utilities included in this payment vary from unit to unit. *Gross rent* indicates the sum of the contract rent and the prices of the utilities the tenant uses. Housing costs have increased dramatically since the 2000 Census.

Rental Costs Versus Home Ownership Costs

Rental and ownership costs include rent (or mortgage) and utilities. The median is defined as the middle value when numbers are arranged in increasing (or decreasing) order. In the following tables, median values were taken directly from Census or other records.

Table V-9
Allentown's Monthly Gross Rent or Mortgage Payments and Relationship to Income, 1999

	Renter Occupied	Owner Occupied
Median Cost per Month	\$597	-----
With a Mortgage	-----	\$1041
Without a Mortgage	-----	\$409
Payment as Percent of Income	24.4%	18.9%

Source: 2000 US Census Digital SF-3 Table H63, H70, H91 & H95

The US Department of Housing defines affordable housing as that which does not exceed 30% of annual household income and which includes all expenses related to housing, including utilities and taxes (see Page 16 for further detail). Using this definition, as indicated by the figures in Table V-9, both renters and owners in Allentown are living affordably although taxes and utilities are not taken into consideration in these figures.

Table V-10
Value of Owner-Occupied Housing Units, 2000

	Median
Allentown	\$97,900
Bow	\$169,400
Deerfield	\$144,900
Epsom	\$115,400
Hooksett	\$135,700
Pembroke	\$112,500

Source: 2000 US Census

Compared to abutting communities, Allentown fell at the lower end of the value of owner-occupied housing units in 2000. This could be attributed to the number of manufactured homes within Allentown. The median value for manufactured homes in Allentown, according to the 2000 Census, was \$20,000.

Table V-11
Contract Rent Levels for Renter-Occupied Housing Units, 2000

	Median Contract Rent
Allenstown	\$558
Bow	\$541
Deerfield	\$619
Epsom	\$520
Hooksett	\$574
Pembroke	\$492

Source: 2000 US Census Digital SF-3 Table H56

Contract rent is the amount paid to a landlord monthly basis. Allenstown's rental housing units rented at the middle-high range of those rents of abutting communities, with \$558 as Allenstown's median rent in 2000. The contract rent does not include utilities.

Rental Housing Costs

The costs of renting an apartment or rental house in Allenstown, with utilities, are discussed in this section. Table V-12 depicts the median rent that people in Allenstown and surrounding towns pay. Allenstown falls in the lower-to middle range of housing costs, according to the US Census:

Table V-12
Median Gross Rent for Allenstown and Abutting Towns 2000

	Median Gross Rent
Allenstown	\$597
Bow	\$720
Deerfield	\$742
Epsom	\$594
Hooksett	\$643
Pembroke	\$562

Source: 2000 US Census Digital SF-3 Table H63

Information provided by the Allenstown Welfare Director provides more detail as to the costs associated with renting in Allentown. It is reported that NH Housing Certificates are issued based on income and range from \$0 to \$250. No utilities are covered in most rentals.

Table V-13
Average Rental Housing Costs in Allenstown by Housing Type

	Utilities Included in Cost	Monthly Cost
Efficiency Apartment	Heat and Electric	\$110
Efficiency Apartment	Heat	\$150
1 Bedroom HUD*	None	\$350-\$450
2 Bedroom HUD*	None	\$450-\$600
2 Bedroom Townhouse	None	\$650-\$800
3 Bedroom	None	\$700-\$900
Park Rent (Mobile Home)	None	\$310-\$350
Elderly Housing**	Yes	\$0-\$250

*34% of income; **based on income

Source: Allenstown Welfare Director

Table V-14 lists the median gross and contract rents by unit size for a 2002 sample of rental units in Merrimack County. No data specific to Allentown was available. Where sample sizes were smaller than 20, the sample was not of sufficient size to provide a reliable calculation, and therefore the medians were not reported. However, the data for units in samples smaller than 20 were used in the calculation of medians for all units.

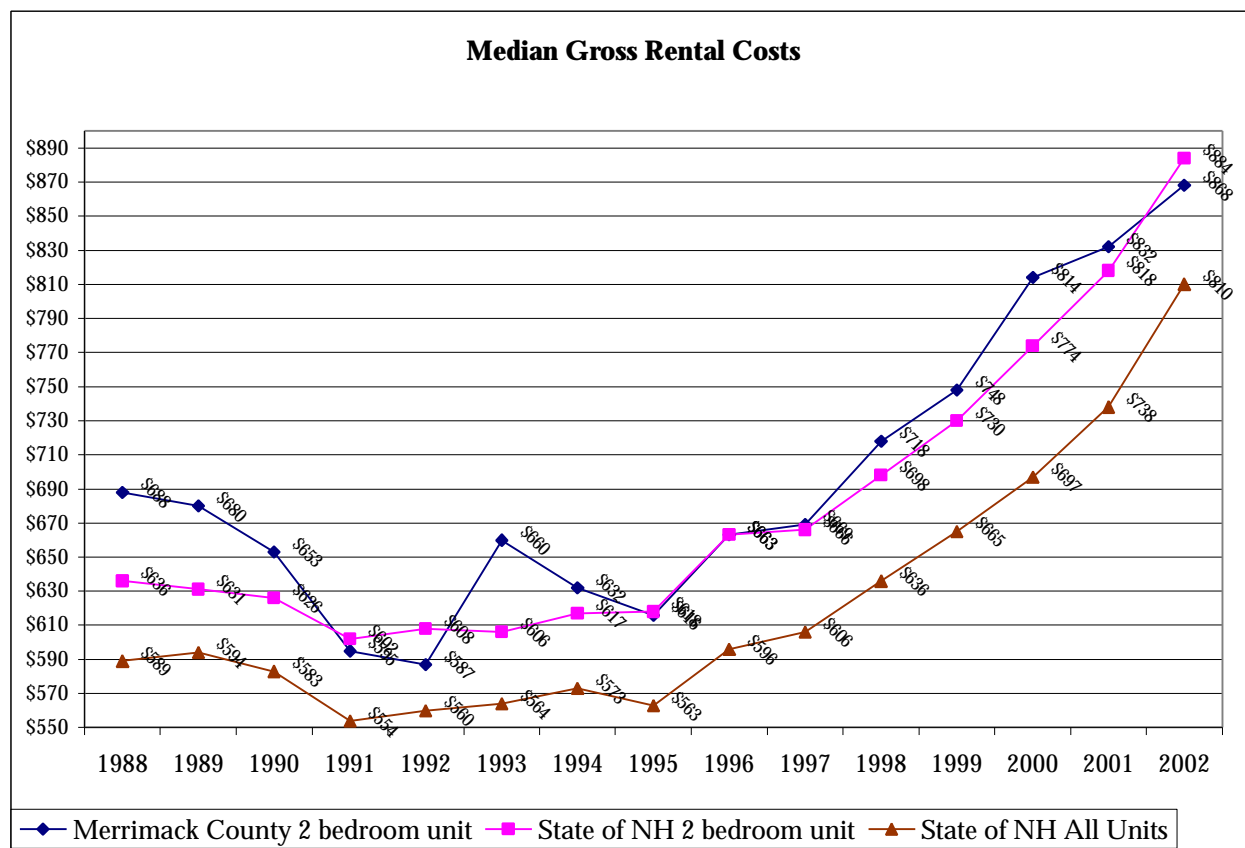
Table V-14
Median Contract Rents for Merrimack County, 2002

Unit Size (Bedrooms)	Sample Size	Median Contract Rent	Rent Range
0	52	\$520	\$328 - \$697
1	412	\$639	\$375 - \$1,200
2	675	\$868	\$450 - \$1,631
3	63	\$900	\$632 - \$1,891
4+	11	-----	\$796 - \$1,265
All	1,213	\$789	\$328 - \$1,891

Source: New Hampshire Housing Finance Authority, 2002 Residential Rental Cost Survey (p. 5)

Allentown's rents fall toward the lower end of these Merrimack County figures.

Figure V-4
Trends of Median Gross Rents in Merrimack County and Statewide

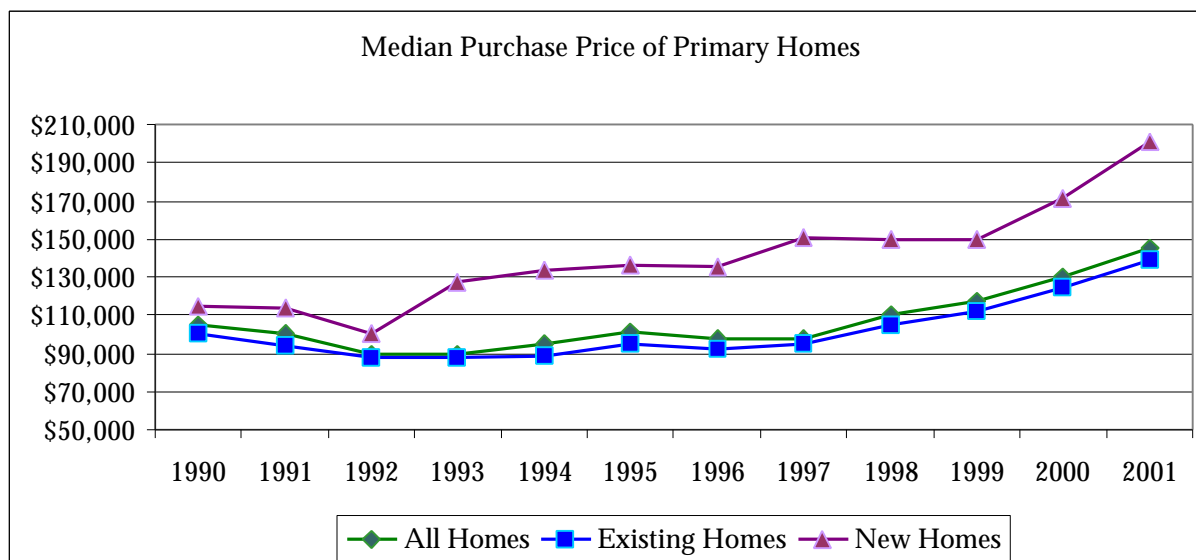


Source: New Hampshire Housing Finance Authority, 2002 Residential Rental Cost Survey

Merrimack County and State Home Purchase Prices, 1990–2001

The following two Figures depict averages of Merrimack County and State home purchase prices between 1990 and 2001. The numbers within these Figures can be roughly compared to the average price for homes being sold in Allenstown in 2002.

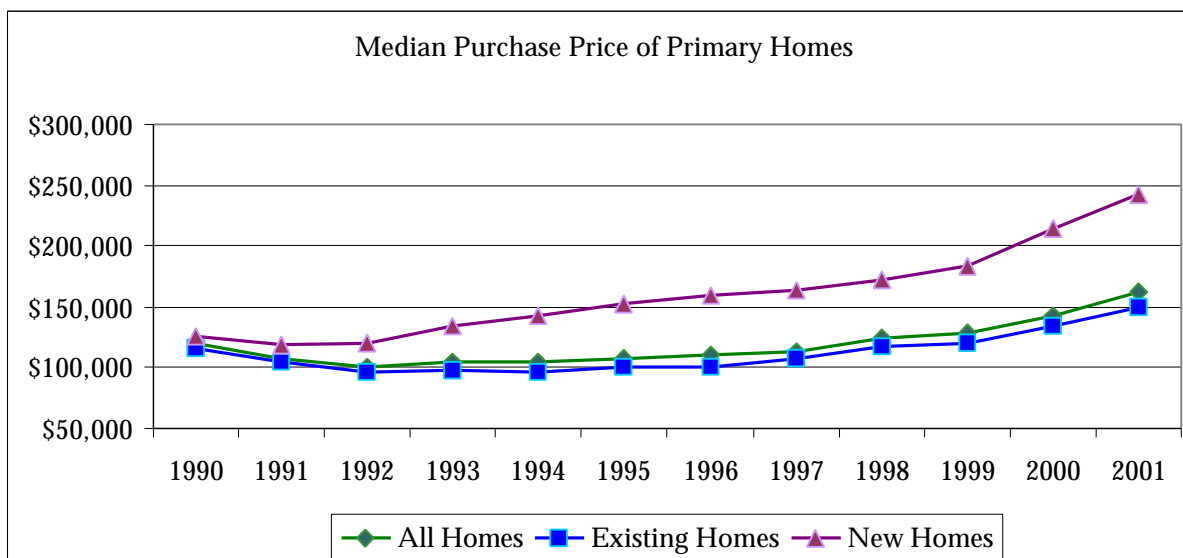
Figure V-5
Average Home Purchase Prices in Merrimack County, 1990-2001



Source: NH Housing Finance Authority Purchase Price Database, 2002

In Merrimack County, the average home price in 1990 was around \$105,000, while in 2001, that price soared to nearly \$150,000.

Figure V-6
Average Home Purchase Prices in New Hampshire, 1990-2001



Source: NH Housing Finance Authority Purchase Price Database, 2002

The average home in New Hampshire was sold for about \$120,000 in 1990, while in 2001 the average home sold for approximately \$160,000. The average for New Hampshire was slightly higher than that of the average for Merrimack County.

Current Purchase Prices of Homes in Allenstown

A “snapshot” can be taken of the current housing market conditions found in Allenstown. The Northern New England Real Estate Network provided information, via public access on the internet, on those homes which are being sold in Allenstown through commercial selling agencies. The average selling price of a manufactured home, as of August 2002, was \$49,260.

Table V-15
Purchase Price of Manufactured Homes in Allenstown

Location	Home Style	Bedrooms	Baths	Sq. Ft.	List Price
Allenstown NH	Single Wide	3	1		\$16,900
Allenstown NH	Modified	2	1	1184 sf	\$21,900
Allenstown NH	Single Wide	2	1	720 sf	\$23,900
Allenstown NH	Single Wide	2	2	924 sf	\$25,500
Allenstown NH	Single Wide	2	1	980 sf	\$29,900
Allenstown NH	Single Wide	3	2	980 sf	\$29,900
Allenstown NH	Single Wide	3	1		\$29,900
Allenstown NH	Single Wide	2	1		\$30,000
Allenstown NH	Single Wide	3	1	924 sf	\$33,900
Allenstown NH	Single Wide	3	2	940 sf	\$35,000
Allenstown NH	Single Wide	3	2	1120 sf	\$39,900
Allenstown NH	Single Wide	3	2	994 sf	\$43,900
Allenstown NH	Single Wide	3	2	750 sf	\$51,000
Allenstown NH	Double Wide	4	2	1680 sf	\$58,000
Allenstown NH	Double Wide	2	1		\$58,000
Allenstown NH	Single Wide	2	1	1100 sf	\$59,900
Allenstown NH	Single Wide	3	2	1064 sf	\$64,900
Allenstown NH	Double Wide	4	2	1512 sf	\$74,900
Allenstown NH	Single Wide	4	2	1371 sf	\$74,900
Allenstown NH	Double Wide	3	2	1458 sf	\$75,500
Allenstown NH	Double Wide	3	2		\$75,500
Allenstown NH	Double Wide	4	2	1782 sf	\$79,900
Allenstown NH	Single Wide	2		1130 sf	\$99,900
Average Selling Price					\$49,260

Source: August 2002 Northern New England Real Estate Network

Twenty-three manufactured homes were for sale at that time. A second measure can be taken. The middle value, or median, was \$51,000.

Traditional single-family homes, many of which are only a few hundred square feet larger than the manufactured homes in Table V-15, were selling at an average of \$189,000 in August 2002. This number is slightly skewed by the one home selling for \$699,000. Without this home, the average would be \$180,757. Fifteen single-family homes were on the market compared to twenty-three manufactured homes. The median purchase price was \$199,000.

Table V-16
Purchase Price of Traditional Single-Family Homes in Allenstown

Location	Home Style	Bedrooms	Baths	Sq. Ft.	List Price
Allenstown NH	Ranch	3	2		\$75,500
Allenstown NH	Ranch	3	1	1040 sf	\$129,000
Allenstown NH	New Englander	3	1	1544 sf	\$135,000
Allenstown NH	Cape	2	1	1232 sf	\$139,900
Allenstown NH	Ranch	3	1	984 sf	\$149,900
Allenstown NH	Cape	3	1+		\$154,900
Allenstown NH	Cape	4	2		\$199,000
Allenstown NH	Ranch	3	1		\$199,000
Allenstown NH	Split Entry	4	1+	1964 sf	\$199,900
Allenstown NH	Cape	3	2	1728 sf	\$204,500
Allenstown NH	Cape	3	2	1256 sf	\$220,000
Allenstown NH	Ranch	3	2	1356 sf	\$229,500
Allenstown NH	Colonial	4	2+	2736 sf	\$244,500
Allenstown NH	Ranch	4	1+	2200 sf	\$250,000
Allenstown NH	Colonial	4	2		\$699,000
Average Selling Price					189,980

Source: August 2002 Northern New England Real Estate Network

Only one multi-family home was on the housing market in August 2002. Its list price was \$159,000. This figure is slightly lower than the average for the price of a single-family home.

Table V-17
Purchase Price of Multi-Family Homes in Allenstown

Location	Units	Lot Size	List Price
Allenstown NH - Duplex	2	8276 sf	\$159,900

Source: August 2002 Northern New England Real Estate Network

HOUSING GROWTH TRENDS

Pace of community growth can be gauged by both population and by the number of households the community contains. Household size and the number of new residential building permits issued gives important information that directly relates to the capacity of Town services and provides information for future land use considerations.

Household Size

Household size statistics were gathered from a number of different sources. Despite differing methodologies in calculating the figures, it appears that the average number of people declined after 1970 and has remained constant since that time.

Table V-19
Average Household Size

	1970	1980	1990	2000
Average number per household	3.4	2.5	2.5	2.5

Source: 1980, 1990, 2000 US Census

According to Table V-20, the 2000 population per owner-occupied unit is significantly higher in owner-occupied units than in renter-occupied units. This dispels the myth that rental units have more people living in them.

Table V-20
Population per Occupied Unit, 2000

Unit Types	Number of Units	Average Household Size
Owner-Occupied Units	1,356	2.76
Renter-Occupied Units	546	1.96
Total Occupied Units	1,902	----

Source: 2000 US Census

New Residential Building Permits

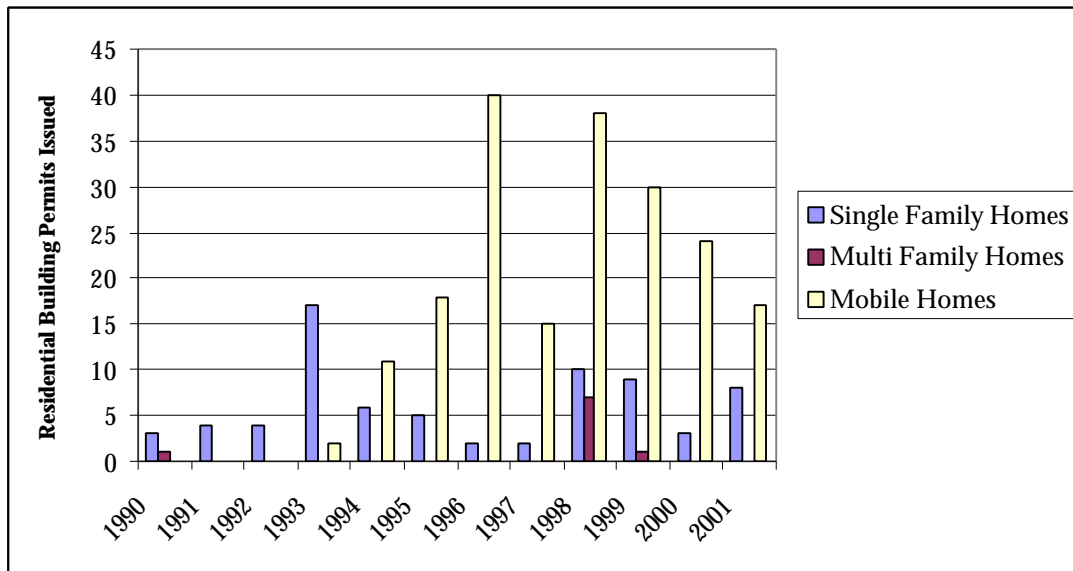
The number of building permits issued has been recorded by the Building Inspector. The figures below include replacement manufactured homes. The locations of building permits issued between 1996 and 2001 are depicted on the ***Residential Building Permits Issued 1996-2001 Map***. There is a heavy concentration of manufactured housing and a cluster of homes in the new developments near Bear Brook State Park.

Table V-21
Residential Building Permits Issued by Housing Type, 1990 – 2001

Housing Type	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	12-Year Total
Single Family Homes	3	4	4	17	6	5	2	2	10	9	3	8	73
Multi Family Homes	1	0	0	0	0	0	0	0	7	1	0	0	9
Mobile Homes	0	0	0	2	11	18	40	15	38	30	24	17	195
Yearly Totals	4	4	4	19	17	23	42	17	55	40	27	25	277

Source: CNHRPC Development Trends Report, Residential Building Permits 1990-2000; 2001 Allentown Town Report

Figure V-7
Residential Building Permits Issued by Housing Type, 1990 – 2001



Source: CNHRPC Development Trends Report, Residential Building Permits 1990-2000; 2001 Allenstown Town Report

AFFORDABLE HOUSING

The Department of Housing and Urban Development (HUD) defines affordable housing as that which does not cost more than 30 percent of the annual household income, including mortgage payments, taxes, and utility costs. Affordable housing is a problem for renters and homeowners, young families and the elderly alike. In 1999, 45% of renters across New Hampshire could not afford the fair market rents in their area (*Feeling the Pinch*, The New Hampshire Housing Forum).

Any household spending more than 30% of its income on housing is considered cost-burdened. The standard does oversimplify reality in that some families find it harder to pay 30% of their income for housing than others, depending on total family income: low-income families are hit hardest. Thus, this oversimplification actually understates the housing problems of low-income families.

Another way to calculate the affordability gap between income and housing costs is to determine exactly what a family would need to earn to be able to afford housing in Allenstown. A "housing wage" is defined as the wage necessary to make a given housing arrangement affordable. A housing wage is calculated following the equation below:

$$\text{Housing Wage} = \frac{\text{monthly rent} \times 12 \text{ months} \times 100}{40 \text{ hours} \times 52 \text{ weeks} \times 30}$$

Affordable housing is an issue that is considered by all levels of government. The federal government has long been promoting affordable housing through various programs administered by the Department of Housing and Urban Development. State government has promoted affordable housing through passage of several laws requiring communities to provide affordable

housing. Furthermore, the State has also created several commissions and departments, such as the New Hampshire Housing Finance Authority, to examine and foster the development of affordable housing opportunities.

As a result of growing concern over access to affordable housing, all regional planning commissions in the State have been charged by State law to develop affordable housing needs assessments for each community within their region every five (5) years.

Manufactured Housing

For some of those priced out of the expensive home purchase market, the only viable option is manufactured housing ("manufactured housing" includes both single-family mobile homes and prefabricated homes set on permanent foundations, either of which having been transported to the home site in one or more sections). Manufactured housing can be organized in three types of locations - individually owned lots, investor-owned parks, and cooperatively-owned parks.

NH RSA 674:32 stipulates that all communities that have adopted land use regulations shall allow manufactured housing as an allowed use. Of the total land area zoned for residential use, manufactured housing must be permitted on a majority of that land area. The State has provided communities with two options for the development of manufactured housing. First, communities may permit the development of manufactured housing on individual lots. No special exception requirement is allowed for this type of development pattern, unless a special exception is required for the construction of traditional dwelling units on individual lots, or traditional subdivisions. Secondly, communities may encourage the development of manufactured housing in a park atmosphere. The law requires that reasonable densities and expansion potential must be permitted to these types of development. Communities need to ensure that no undue barriers to the development of affordable housing have been created by reviewing all special requirements of manufactured housing.

There are a number of manufactured housing parks in Allenstown. According to the Tax Assessor's July 2002 records, a total of 583 mobile homes (not lots) are located in parks. An additional 22 are located on individual lots. According to the March 2002 Zoning Ordinance update, where the figures below were taken from, a total of 604 lots in parks and 23 homes on individual lots currently exist in Allenstown.

Table V-22
Manufactured Housing Parks in Allenstown

Name	Location	Number of Lots
Chroniak's MHP	Main Street	5
Bear Brook Gardens One	Deerfield Road	113
Bear Brook Gardens Two	Deerfield Road	8
St. Germaine's MHP	Main Street	5
Brookside Terrace	Route 28	22
Bear Brook Villa	Route 28	153
Holiday Acres	Granite Street	298

Source: Zoning Ordinance, 2002

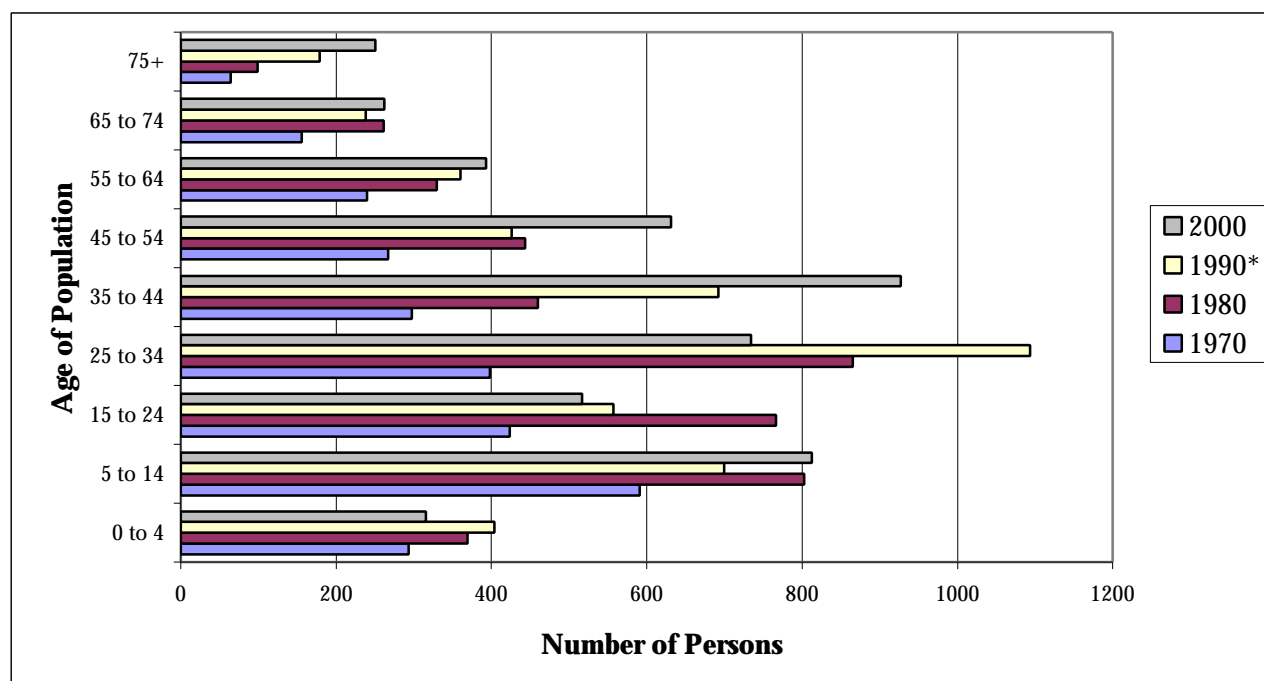
The average purchase price of new and existing manufactured homes in Allenstown is less than single family housing. The difference between the two groups in August of 2002 was \$140,000. See Tables VI-15 and VI-16 for comparisons.

The Town has a manufactured housing ordinance within the Zoning Ordinance. The ordinance permits the issuance of one new manufactured home building permit for every 15 traditional stick-built residential homes. Replacement of older homes is encouraged. No new manufactured housing parks are allowed without a special exception by the Zoning Board. It is the intent of this ordinance to help alleviate the disproportionate ratio of manufactured housing that Allenstown currently has and bring the proportion closer to the average as indicated in **Allenstown's Theoretical Share of the Regional Affordable Housing Stock** section.

Senior Housing

Like many other small towns in New Hampshire, Allenstown has a growing number of senior citizens. Housing for seniors is crucial for those who cannot take care of themselves, afford taxes, or have the resources to upkeep their homes. Seniors now comprise almost 11% of the total population of the Town. Within the next ten years, that number should be expected to double. According to Figure V-8, within ten to twenty years, there will be a boom of elderly people requiring housing. Allenstown should develop a plan to accommodate its seniors within the next decade.

Figure V-8
Allenstown Population Trends by Age Group, 1970-2000



Source: State of New Hampshire Census Comparison 1970-1980; 1990 US Census Data CP-1-31

* 1990 US Census CP-1-31 Gen. Pop. Characteristics Table 68, discrepancies found; 2000 Census DP-1

The three identified senior housing complexes are all located in the downtown area, but grocery and medical services are not available to those without transportation. Table V-23 displays Allenstown's senior housing complexes and their locations:

Table V-23
Senior Housing in Allenstown

Name	Location
Suncook Pond Elderly Apartments	Off Letendre Avenue
We Care Retirement Home	Cross Street (Downtown)
Sunrise Hill Elderly Apartments	Off Library Street

Source: Hazard Mitigation Committee, 2002

Senior activities are important within any community for both social and practical purposes. Allenstown's seniors require transportation to reach essential services such as the grocery store and for health care. They typically rely on others to transport them to these services. The Suncook Senior Center, located on Main Street, provides a place for seniors to socialize and participate in activities. The limited availability of housing for seniors, both assisted and independent living, will grow greater in the next decade as the population ages.

A Visioning Discussion held with seniors in December 2002 revealed the following concerns with respect to their housing situation:

- ✍ There is a waiting list for low-income housing.
- ✍ Handicapped accessible housing is limited and expensive.
- ✍ Seniors do not want to move to Concord; seniors would much rather remain in Allenstown.
- ✍ Units that do exist are good- some include call bells in the event someone needs help, and they are well maintained.
- ✍ Sometimes increasingly high property taxes force seniors to give up their homes. In addition, there is limited senior housing in Town. Suncook Pond has 50 units.

Allenstown should try to encourage affordable senior housing that gives seniors the freedom and ability to enjoy living in Town. Housing should be developed in the center of Town, near existing senior housing and Town services. Main Street would be an optimal area. Currently, residential land on Notre Dame/Bailey Avenue at the Hooksett town line is being negotiated for future senior housing.

Allenstown's Theoretical Share of the Regional Affordable Housing Stock

Based on the affordable housing need assessment conducted by the Central New Hampshire Regional Planning Commission (CNHRPC), Allenstown has three times the number of its theoretical fair share of affordable housing:

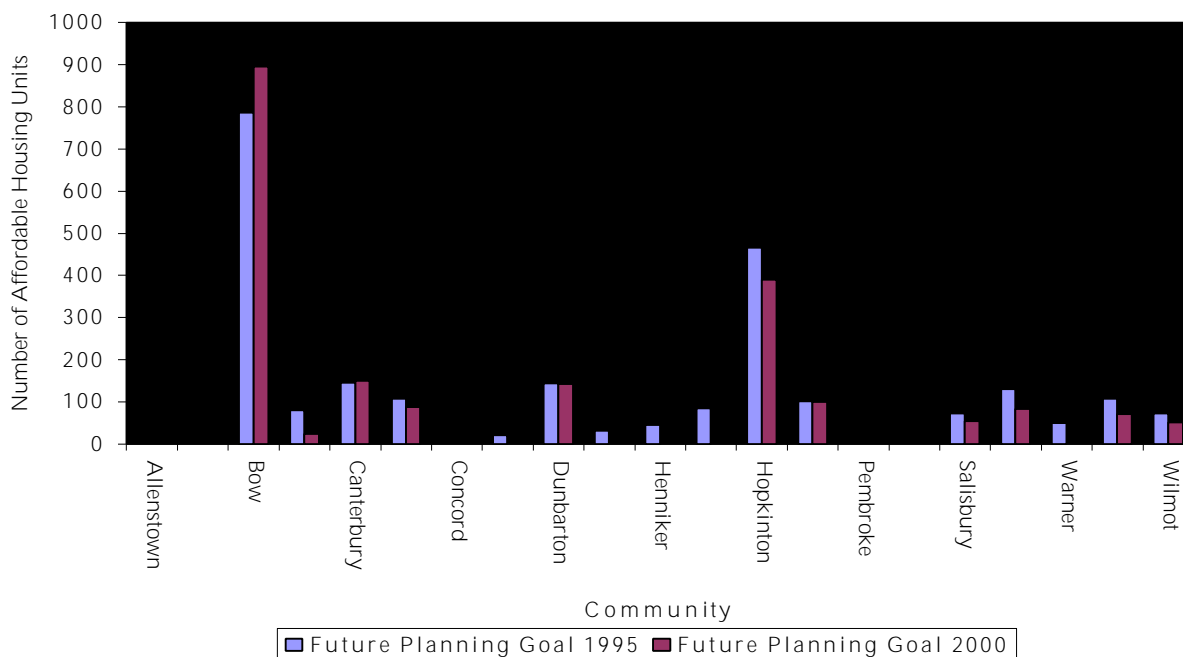
Table V-24
Summary of Affordable Housing Needs for the Central New Hampshire Region

	Theoretical Community Share of Regional Affordable Housing Stock	Total Number of Existing Affordable Housing Units	Future Planning Goal (Number of Units Community Should Develop)
Allenstown	392	1,054	0
Boscawen	308	490	0
Bow	1,072	176	896
Bradford	171	147	24
Canterbury	225	75	150
Chichester	236	149	87
Concord	6,150	8,849	0
Deering	167	192	0
Dunbarton	245	103	142
Epsom	415	448	0
Henniker	493	557	0
Hillsborough	563	648	0
Hopkinton	805	416	390
Loudon	502	402	100
Pembroke	735	996	0
Pittsfield	374	772	0
Salisbury	122	69	54
Sutton	190	107	83
Warner	310	317	0

Source: CNHRPC Affordable Housing Needs Assessment, 2000

According to Table V-24, Allenstown has no need to specifically develop opportunities for further affordable housing. Over one-third of housing in the community is considered affordable. If other municipalities in the Region better accommodated their theoretical “fair share” of affordable housing, individuals and families requiring low-cost housing could locate to communities other than Allenstown. Several other communities in the Region have also met their “fair share” of affordable housing.

Figure V-9
Comparison of Affordable Housing Goals for Communities in the
Central New Hampshire Region, 1995 vs. 2000



Source: CNHRPC Affordable Housing Needs Assessment, 2000

Many communities in the CNHRPC Region should look to increase the number of affordable units available in their Town, particularly in light of substantial rent increases and lack of housing availability over the past few years. Allenstown does not need to encourage more affordable housing, although the need and desire for senior housing should warrant the attraction of new senior housing options.

Housing Assistance

Numerous federal and state programs are available that provide direct housing assistance through rental subsidies. New Hampshire had 16,784 assisted units in 1999 - 3.7% of all occupied units in the state. About 26% of this assisted housing was in Public Housing programs (19.8% elderly-designated public housing, 6.5% family-designated public housing). Another 14% of assisted housing was administered through the USDA Rural Assistance programs (6.4% elderly and 7.4% family). Almost 42% of the assistance came through the Section 8 program (24.7% exclusively elderly, 2.0% exclusive family, and 14.9% in joint-designated elderly and family). Another 12% was non-Section 8 assistance administered by the New Hampshire Housing Finance Authority. Finally, approximately 6% went into disabled, group home, and miscellaneous categories (1999 *Directory of Assisted Housing*, NHHFA).

Other types of assistance include units receiving no direct rent subsidies but developed with public subsidies. About 90% of this assistance statewide is family-designated and 10% elderly-designated.

TEMPORARY HOUSING

Housing opportunities for those requiring immediate or temporary housing are limited in Allenstown. People often must seek housing outside of Town if friends and relatives cannot accommodate them.

Emergency Housing

People in Allenstown needing immediate shelter, whether from disasters, domestic situations, or home loss, are sent to Concord. The Welfare Director must send people outside of Town. There are no motels in Allenstown where people can be directed. Within Concord, single people are housed at the McKenna House on Fruit Street. Families are housed at the Friends Program shelter on Pleasant Street. Transportation is required to reach these shelters which are ten miles away from the center of Town. At this time, there seems to be no active solution for emergency housing conditions.

In terms of emergency shelters in the event of a major disaster where large numbers of people will be requiring shelter, the Armand Dupont School and the Allenstown Elementary School have been identified as places where people can go. Issues at these locations include the lack of a generator at the Elementary School and the lack of easy handicapped accessibility at the Middle School. The Pine Haven Boys Center was identified as a possible shelter for people in the Bear Brook State Park area. They should be contacted to ascertain their agreement and commitment to this kind of situation. The Hazard Mitigation Plan for Allenstown, adopted in December 2002, addresses many of these issues.

Transitional Housing

Transitional housing is allowed for the building of a new home or rebuilding of a home after a fire or disaster. The permit, issued by the Building Inspector, is valid from one year from the date of issuance provided that work is commenced (at least the foundation) within six months of issuance. At the end of the year, if work has not been completed on the home, reapplication for the permit is required. Typical transitional housing are mobile homes or recreational vehicles (RVs).

RESIDENTIAL TAXATION

Comments about residential taxes were among the most common write-in responses of the Community Survey results. The elderly and low-income residents of Allenstown have a difficult time paying taxes, and most would like to see businesses locate to Town to help alleviate the tax burden.

Tax Comparisons

Comparisons can be made between Allenstown and any of its abutting towns in terms of tax rates. The net valuation of Allenstown is lower than any of the other Towns, although Epsom is only \$2.5 million more. The tax rate of \$26.28 per \$1,000 of valuation, actually paid by residents, falls in the middle of the rates as displayed in Table V-25. When the full value tax rate is applied to "level the playing field", only Pembroke's taxes are higher. The taxes shown in Tables VI-25 include all local, state, and county taxes.

Table V-25
Tax Rates of Allenstown and Abutting Communities, 2001

Community	Net Valuation	Tax Rate per \$1000	Full Value Tax Rate per \$1000
Allenstown	\$162,771,593	\$26.28	\$24.38
Bow	\$644,807,207	\$29.09	\$21.64
Deerfield	\$257,135,120	\$24.04	\$21.20
Epsom	\$165,322,785	\$25.15	\$17.16
Hooksett	\$745,364,746	\$25.27	\$19.14
Pembroke	\$245,033,021	\$39.16	\$26.00

Source: NH Department of Revenue Administration

To place the tax rates in Table V-25 into perspective, comparisons of residential values to manufactured home values are displayed in Table V-26. Nearly 10% of Allenstown's valuation comes from manufactured homes. The next closest town is Epsom at 5.0%. Allenstown by far has the highest valuation of manufactured homes, nearly double, than that of the two second highest towns of Epsom and Hooksett.

Table V-26
Residential Building Valuation of Allenstown and Abutting Communities, 2001

Community	Net Valuation	Residential Buildings	% of Valuation	Manufactured Housing Buildings	% of Valuation	Total Residential Valuation %
Allenstown	\$162,771,593	\$88,393,000	54.3%	\$15,893,577	9.8%	64.10%
Bow	\$644,807,207	\$232,622,150	36.1%	\$0	0.0%	36.10%
Deerfield	\$257,135,120	\$140,508,800	54.6%	\$3,184,700	1.2%	55.80%
Epsom	\$165,322,785	\$82,255,750	49.8%	\$8,301,450	5.0%	54.80%
Hooksett	\$745,364,746	\$337,457,600	45.3%	\$8,552,300	1.1%	46.40%
Pembroke	\$245,033,021	\$131,415,240	53.6%	\$1,437,600	0.6%	54.20%

Source: NH Department of Revenue Administration

Allenstown has over 64% of its net valuation from all residential homes; therefore, 36% of the valuation is from business and land valuation. Epsom and Pembroke rely on over 54% of their valuation from all residential homes, while Bow has the lowest percentage, at 36%, of residential valuation. Factors contributing to Allenstown's comparatively high percentage (although lower value) of residential valuation could be a lower business tax base than the other towns.

Revaluation

The Town performs cycled inspections on 25% of the property in Allenstown on a yearly basis. One complete revaluation takes four years. The process began in 2002 and will be completed in 2005. Performed by Corcoran Consulting, the firm takes a property card of each property to be revalued and remeasures each building on the property to check the measurements on the card. They also try to perform an interior inspection on each home. If the owner is not home, they will follow up with a letter so they may be able to do an interior inspection at a later date. By undertaking cycled inspections each year and updating the assessments, the Town will avoid the expense for a full-scale revaluation.

LAND USE CONTROLS

Housing and conditions for housing can be regulated by a municipality within Zoning Ordinance. The ordinance should take into consideration current population trends, current housing trends, age groups, land use, Town services, and land availability. The purpose of land use controls is to promote safe and timely development of the Town. For housing considerations, a number of controls can be used to regulate the number and type of homes in certain areas of Allentown. The **LAND USE, POPULATION AND ECONOMICS, AND COMMUNITY AND RECREATIONAL FACILITIES WITH UTILITIES** Chapters can provide the necessary data to warrant consideration of the following land use controls.

Manufactured Housing Parks

Discussed fully in a previous section of this Chapter, the regulation of manufactured housing is a land use control that is exercised appropriately and fairly according to State laws. This opportunity permits families with a limited household income to own their homes in a similar fashion as a more typical homeownership. Allentown has a Manufactured Housing Ordinance within the Zoning Ordinance that allows one new manufactured home permit for every fifteen traditional home ("stick-built") permits issued.

Emergency Access and Surface Water Runoff

Although addressed more fully in the **EXISTING AND FUTURE LAND USE CHAPTER**, these initiatives should be taken into consideration when granting site plan /subdivision review approvals and the issuance of building permits. Care should be taken to protect businesses and homeowners, the environment, and neighboring lots and rights-of-way.

Senior Housing Ordinance

Some communities have chosen to adopt a Senior Housing Ordinance as part of their Zoning Ordinance. This ordinance defines the area, density, and building types that a Town requires in the building of such a development.

Multi-Family Dwellings

Another housing control is the regulation of multiple-family (three or more families) dwellings. Many communities regulate these buildings to the urban districts where sewer, water, and Town services are available.

Impact Fees

Existing development should not subsidize the need for additional facilities, services and educational requirements due to new growth. After the Master Plan is adopted, a Capital Improvements Program can be implemented as an additional advisory document to the Planning Board. With these two plans in place, a Growth Management Ordinance and an Impact Fee Ordinance can be considered and, if necessary, adopted at Town Meeting.

Architectural and Design Guidelines

These guidelines are typically adopted separately by the Planning Board, similar to the Site Plan Review and Subdivision Regulations. Architectural and design guidelines can stipulate the types of building material, heights, architectural styles, and landscaping to promote the character that a community is trying to convey. While not enforceable, these guidelines assist developers and builders by stating the Town's expectations and vision for developing or retaining a character that is not disrupted by inconsistent styles in concentrated areas of Town.

Potential Residential Development Sites

According to the EXISTING AND FUTURE LAND USE CHAPTER'S maps (Existing Land Use Map and Future Land Use Map), the amount of land available for future residential development is limited. This is primarily due to the constraint of Bear Brook State Park and the fully built-up downtown area. The primary availability for future homes appears to be north of Deerfield Road near Bear Brook State Park. A buildout analysis should be undertaken to ascertain the extent of future residential and commercial development.

Table V-18
Selling Price of Land in Allenstown by Type

Location	Acres	Sq. Ft.	List Price
Allenstown NH - Recreational	11.20	487871 sf	\$16,500
Allenstown NH - Recreational	0.25	10890 sf	\$18,600
Allenstown NH - Industrial	5.47	238273 sf	\$30,000
Allenstown NH - Residential	3.40	148104 sf	\$35,000
Allenstown NH - Commercial	36.50	1589940 sf	\$199,900

Source: August 2002 Northern New England Real Estate Network

Table V-18 offers a snapshot of available land in Allenstown. Of the five parcels for sale, only one is considered residential. It is clear that the land in Town is more finite than in other towns and thus wise development of the remaining parcels should occur.

HOUSING GRANTS, LOANS, AND PROGRAMS

Numerous grants or loans are available to assist municipalities with providing affordable housing for their residents. Nearly all grants require a match amount to signify the recipient's commitment to the project. Money to be used as match should be appropriated at Town Meeting.

Community Development Block Grants (CDBG)

Administered by the Office of State Planning, the New Hampshire CDBG Program receives several million dollars annually, which communities may compete for to finance affordable housing projects, including rehabilitation of affordable housing units, or expansion of infrastructure to serve affordable housing units. Since its inception in 1983, the CDBG program has renovated or purchased over 8,500 dwelling units in New Hampshire.

Common CDBG projects include:

- Acquisition and rehabilitation of properties through Housing Trusts;
- Single family housing rehabilitation loans and grants;
- Loans and grants for land lords that provide decent, safe, and sanitary affordable housing to low to moderate-income renters; and
- The acquisition and rehabilitation of structures to provide alternative living environments, such as elderly homes, group homes, and boarding houses.

Communities that apply for CDBG funds are required to have a properly adopted Community Housing Plan. Such a plan must be adopted by the Selectmen or Town / City Council at a properly noticed public hearing, and is considered valid for 3 years by the NHOSP CDBG program.

Concord Area Trust for Community Housing (CATCH)

The Concord Area Trust for Community Housing is an independent, non-profit organization dedicated to creating and preserving affordable housing, and to helping renters become owners, throughout Merrimack County. CATCH helps communities by increasing the housing stock within a community, educating and supporting residents looking to buy their first home, and maintaining the properties they already own. CATCH accomplishes these goals through the initiative and dedication of local members and volunteers.

Department of Housing and Urban Development (HUD)

The Federal Department of Housing and Urban Development (HUD) has been fostering affordable housing in many of the nation's communities since its inception in 1965. HUD administers numerous programs to provide housing for low to moderate-income families.

Popular rental assistance programs include:

- Section 8 Housing: Program whereby private landlords enter into a contract with the federal government where, in exchange for providing sub-market rent to low to moderate-income families, the landlord receives a government subsidy.
- Public Housing: Program in which the federal government provides resources for the operation of housing units owned and operated by a local, state, or federal entities.
- Subsidized Private Housing: Program in which housing units are owned and operated by a private entity, but are partially funded with public resources to reduce rent. This is similar to the Section 8 Housing program.
- HOME Grant Program: A program created to provide local and state entities with start-up money to develop affordable housing projects.

HUD also administers several popular home ownership programs for low to moderate-income families.

Housing Development Trust

The Housing Development Trust is a broad based funding program that provides funding for either owner-occupied or rental housing to benefit lower-income households. The program is intended to support projects that could be financed through conventional means. Funds are to be targeted to very low-income groups and the NH Housing Finance Authority gives priority to projects meeting the following qualifying standards:

- 1) Projects containing the highest percentage of housing units affordable to very low income people.
- 2) Projects based on the longest commitment to very low-income people.
- 3) Projects addressing demonstrated housing needs.
- 4) Projects containing the highest possible proportion of units available for families with children.

In addition to the criteria outlined above, the following types of projects are eligible for funding:

- a) Multi-family limited equity cooperatives
- b) Manufactured housing cooperatives
- c) Group homes for the disabled
- d) Multi-family rental
- e) Transitional housing for the homeless
- f) Emergency shelters
- g) Elderly congregate care

New Hampshire Community Development Finance Authority (CDFA)

The Community Development Finance Authority (CDFA) is also an important public source for the purchase and/or rehabilitation of low to moderate-income housing. CDFA provides funds by “pooling” money from various banks and lending institutions to provide grants or very low interest loans to groups developing affordable housing. In addition to this source, CDFA has the unique ability to grant tax credits to private developers who provide properties for rehabilitation into low to moderate-income housing.

New Hampshire Community Loan Fund (NHCLF)

Founded in 1983, this organization helps connect low-income households with lending institutions willing to invest in housing projects to serve low-income housing opportunities. In 1999, the organization loaned \$2,130,643 to start 12 low-income housing projects throughout New Hampshire. Projects which this organization has helped to develop include Meadow Brook Elderly Housing in Epsom and the Riverbend Special Needs Housing Facility in Boscawen.

New Hampshire Housing Finance Authority (NHHFA)

Created in 1981 by the State Legislature, the New Hampshire Housing Finance Authority (NHHFA) is a nonprofit entity committed to developing affordable housing opportunities in New Hampshire. NHHFA is funded through the sale of tax exempt bonds. The authority has created several multifamily housing development programs which provide investors with incentives such as tax credits, deferred mortgage payments, low interest loans, and grants. In recent years, the

NHHFA has been involved in the creation of Mobile Home Park Cooperatives, as well as construction and rehabilitation of rental housing and single family homes.

Public Land/Affordable Rental Housing Program

The Public Land/Affordable Housing Rental Program is a State program passed by the General Court in 1986. The program allows surplus public land to be leased at no consideration to the NH Housing Finance Authority for the development of low-income housing. The intent of the program is to remove the land cost of development to allow for the construction of low-income housing that can be economically feasible. The NH Housing Finance Authority will self-finance, construct, and manage the housing. The greatest limitation facing the program is the availability of properly zoned surplus lands.

Single-Family Mortgage Program

The Single-Family Mortgage Program is by far the most significant State housing program. The program provides low-interest loans for first-time homebuyers within the established housing price and income guidelines. The program is financed through the issuance of tax exempt bonds by NH Housing Finance Authority. In general, a first-time homebuyer applies for a NH Housing Finance Authority loan through a conventional mortgage institution. If the applicant, as well as the home qualifies, the NH Housing Finance Authority takes over the mortgage from the lending institution. The program provides assistance to a large number of first-time home buyers; however, the limits placed on purchase prices together with stringent income guidelines excludes nearly all families below the median income level.

US Department of Agriculture – Rural Housing Service (RHS)

Like HUD, the U.S. Department of Agriculture (USDA) also has affordable housing programs for low to moderate-income families located in rural communities. Each year the USDA provides 65,000 low to moderate-income families find decent affordable housing. Popular affordable housing programs that the USDA administers include:

- Home ownership loans which require no down payment and have below market interest rates;
- Self Help Housing Programs where USDA provides materials to families which build their own homes while working with other families;
- Rural Rental Housing Loans which assist developers financing low to moderate-income rental housing;
- Farm Labor Housing Loans for the repair of construction of farm worker housing;
- Housing Preservation Grants
- Housing Subsidies; and, Community Facilities Loans, Grants, or Loan Guarantees

“NEIGHBOR HELPING NEIGHBOR”

In order to be a successful community, residents must feel as though they belong to Allenstown and need to feel pride to call their Town “home”. Today, there are disconnects among geographic populations (downtown, Bear Brook areas and manufactured housing parks) and among different socio-economic groups. A town identity based on historic character should be established to unite all residents into a community of caring neighbors. Survey respondents, Community Vision participants, and Subcommittee members have identified a number of techniques to help further a positive identity for Allenstown.

Volunteerism brings people together with common goals and can become the vehicle for accomplishing seemingly monumental tasks. Good press relationships are essential to foster to ensure that information is disseminated to the public in a positive light. Modernizing the services and procedures that the Town offers to residents will beneficially increase the quality and consistency of services while reducing long-term operating costs. A friendly “Main Street” atmosphere (whether or not it appears on the actual Main Street of the Town!) should look to be established which caters to pedestrians and families and which has shopping and service destinations. Streetscaping to unify the look of the Town the form of historically styled benches (which can be sponsored by groups or businesses), historically styled street lights, street trees between the sidewalk and road, and signage (such as “Welcome to Allenstown”) will help to bring a sense of community and pride to residents. A small park with picnic tables, swings, and a trail would allow for use by families and groups. Town functions or events held in different areas of Town will help unify the different geographic populations of Allenstown. A simple Welcome Wagon committee can welcome new residents to Town.

Volunteers of the Town (elected and appointed officials, board members, and committee members) and non-profit organizations are seeking to revitalize the image and vision of Allenstown. The character of Allenstown is not fully realized and it is important to foster pride in, and a stake in the ownership of, the Town. The Allenstown Revitalization Association is one way to assist with accomplishing this task. Other organizations and committees should be formed to work on different aspects of “neighbor helping neighbor” in Allenstown.

SUMMARY

Some residents in Allenstown have been working on the Housing Chapter for the 2003 Master Plan since last September. In this chapter, you will see the results of the work these people have compiled through the Community Survey sent out in July and the Visioning Session in October. Our goals were to see if our current housing for single family, multifamily, manufactured homes, and senior housing were in keeping with the growth of Allenstown. We feel we have accomplished this with some good strategies for the housing issues in Allenstown.

- Respectfully Submitted, Sandra McKenney

Chapter VI **NATURAL FEATURES**

INTRODUCTION

Over the past fifteen years, since the last Master Plan was written in 1985, the sentiment of conservation and preservation of natural resources has changed little although growth and development in remote areas of Town threaten to overtake the remaining natural environment which is not contained in Bear Brook State Park. Existing agricultural land is scarce. Responses to the community survey indicated that preservation of open space was very important or important. Nearly half indicated that they would favor buying land for conservation purposes. This Chapter examines Allenstown's assets and offers methods to preserve the undeveloped open space and agricultural lands.

Bear Brook State Park, over 51% of Allenstown's total acreage, is owned by the State of New Hampshire and is managed jointly by the NH Department of Resources and Economic Development's Division of Parks and Recreation and Division of Forest and Lands. While any significant changes in the Park need Legislative authority, the fact is that the Park is not permanently protected and may one day be something other than a wild, recreational tract of land. This large area is convenient to I-89, I-93, and the seacoast and may be looked at by the State for its development potential in the future. This Chapter strives to better integrate Bear Brook State Park into the Town's planning process and to hopefully communicate the concerns of the Town to the State.

The Suncook and Merrimack Rivers form the western border of the Town. No public access currently exists for use of the rivers, except below the Suncook Waste Water Treatment Plant, although there is a desire and need for clean access.

This Chapter will allow Allenstown to explore the opportunities available for the protection and preservation of its natural features and encourages the development of an active Conservation Commission for the Town to ensure that these recommendations come to fruition.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To preserve Allenstown's way of life, which is unique in its mixture of a village downtown, open space, convenience to the State Capital, and its rural character.
 - ? Create mechanisms for Village Zoning for the Suncook area, and Open Space Design and Cluster Development alternatives within the Zoning Ordinance for the Deerfield Road area.
 - ? Preserve open space and public access to the Suncook and Merrimack Rivers.

- To educate residents about the natural resources available in Allenstown.
 - ? Develop and distribute educational pamphlets on water resources.
 - ? Develop and distribute educational pamphlets on the Town Forest, and on Bear Brook State Park's impacts on the Town.
 - ? Get the Town and State to purchase and install "Welcome to Allenstown – Home of BBSP" signs.
 - ? Encourage environmental education in the Allenstown school system, focusing on the natural heritage in Bear Brook State Park.
- To preserve Allenstown's natural resources (air, water, forest, agricultural lands) through smart growth planning.
 - ? Reestablish the Allenstown Conservation Commission.
 - ? Pursue agricultural conservation easements on those remaining properties suitable for agriculture in Town.
 - ? Enact nonpoint source pollution controls, stormwater management, and aesthetics controls within the Subdivision and Site Plan Review Regulations, particularly for the downtown area and for new developments along Route 28.
 - ? Increase and maintain awareness of the Bow PSNH Power Plant and how it affects air quality in Allenstown, as well as support state regulations to reduce emissions from power plants.
 - ? Encourage conservation easements on properties in the northeastern corner of Town where wetlands occur and which are remote from established town services.
 - ? Coordinate development in the northeast corner which does not isolate the Park or fragment the land and encourage easements in those developments.
 - ? Join the Bear-Paw Regional Greenways to enhance the greenway and networking opportunities in the northeast corner of Allenstown.

- To provide for better access to Allenstown's natural resources for all Allenstown residents.
 - ? Develop Suncook River access for non-motorized boating and swimming on town-owned land.
 - ? Promote the Boy Scouts or another youth or volunteer group to map and plan activities for the Allenstown Town Forest.
 - ? Solicit public access to the Suncook River in the design of the new double-decker bridge project.

- To improve the impact Bear Brook State Park has on Allenstown.
 - ? Lobby against motorized recreation in Bear Brook State Park and promote the continuation of passive recreation.
 - ? Pursue increased state financial support to the Town for services provided in Bear Brook State Park.
 - ? Research what other towns with significant amounts of state land are doing to address the impact of the parks within their town (eg, Pillsbury State Forest, Pisgah State Forest).
 - ? Coordinate with Deerfield, Epsom, Hooksett, and Candia to establish a "collective bargaining" advantage for dealings with the State about Bear Brook State Park.
 - ? Seek more local control over the uses of Bear Brook State Park.

COMMUNITY SURVEY RESULTS

The June 2002 Community Survey yielded favorable results supporting the preservation of natural resources. Seventy-four percent (74%) of respondents felt that preserving open space was a “very important” or “important” objective. Forty-seven percent (47%) supported the acquisition of lands to meet this purpose.

Table VI-1

Should the Town appropriate money to protect natural, cultural, and historic resources in Allenstown?

	Total	Percent
Yes	291	61.7%
No	67	14.2%
Unsure	46	9.7%
No Opinion	68	14.4%
Grand Total	472	100.0%

Table VI-3

Do you support the Town buying land for conservation purposes?

	Total	Percent
Yes	218	46.9%
No	137	29.5%
Unsure	80	17.2%
No Opinion	30	6.5%
Grand Total	465	100.0%

Table VI-2

Please indicate how important the preservation of open space in Allenstown is to you.

	Total	Percent
Very Important	188	39.6%
Important	163	34.3%
Somewhat Important	61	12.8%
Not Important	34	7.2%
No Opinion	29	6.1%
Grand Total	475	100.0%

Table VI-4

What are the most important natural features in Allenstown (please check all that apply):

	Total	Percent
Fields/Open Space Lands	243	14.1%
Water Bodies	266	15.4%
Farms	180	10.4%
Scenic Views	175	10.1%
Ground Water Supplies	250	14.5%
Fish/Wildlife	268	15.5%
Forests	314	18.2%
Other	30	1.7%
Grand Total	1726	100.0%

INVENTORY OF NATURAL RESOURCES

In order to establish the need for preservation, it is necessary to inventory the resources that define Allenstown's character. The majority of this information was taken from the *1999 CNHRPC Natural, Cultural, and Historical Resources Inventory* and from mapped sources. A series of maps was developed which depict these resources of the Town.

Water Resources

The ***Water Resources Map*** details the water resources as noted here in this section. The comprehensive map includes the hydrographic features, aquifer transmissivity (how much water flows), wetlands, watershed, public water supply, and well locations.

Water Supplies

Pembroke, Hooksett, and Allenstown all depend on the Pembroke Water Works for their public water supplies. Municipal water lines bring water to all of Allenstown's urban streets lying west of Route 3. Other major lines exist along River Road, Bartlett Street, Sargent Street, Route 28 to Suncook Business Park and Granite Street to Chester Turnpike. Municipal water is tapped from wells next to the Suncook River. Other public water supplies include three at Bear Brook Villa (serving 385), two at Bear Hill 4-H Camps (serving 125), two at Holiday Acres (serving 375), and one at Bear Brook Gardens (serving 225).

Between 1983 and 1997, the NHDES issued seventy-two well permits to residents of Allenstown. Many of these private wells are located in the northeast corner of Town on roads leading north off of Deerfield Road. Other private wells serve housing units located along the Suncook River.

Ponds

Bear Hill Pond is 33 acres in size with an average depth of 11 feet. It serves as a tributary to Boat Meadow Brook.

Catamount Pond has an area of 16 acres with an average depth of eight feet. It is also called Bear Brook Pond and it serves as a tributary to Bear Brook.

Allenstown shares Hall Mountain Pond and marsh with Hooksett and Candia. Twenty-five acres of this water area lie within Allenstown. It has an average depth of only three feet and serves as a tributary to Bear Brook.

Smiths Pond is another swampy pond with an average depth of two feet. This nine-acre pond is located in Bear Brook State Park.

Hayes Marsh is impounded in BBS Park as a Fish and Wildlife Management Area. The Marsh has an earthen dam.

Rivers

The Suncook River forms the border between the towns of Allenstown and Pembroke. The river meanders in a southwesterly direction for 6 miles as the Allenstown-Pembroke border starting near the intersection of Route 28 and North Pembroke Road and ending at the confluence of the Suncook and Merrimack Rivers. The river is dammed at three locations on this stretch: (1) the Buck Street Dam near the Route 28 and Deerfield Road intersection; (2) the Webster Mill Dam behind the Post Office on Glass Street; and (3) the China Mill Dam at Main Street in downtown Suncook Village. The latter two dams were created to power the mills that dominated the economy of Allenstown and Pembroke during the industrial revolution.

The headwaters of the Suncook River are the Suncook Lakes in Barnstead NH at an elevation of 700 feet above sea level. Flow in the river is seasonal. The U.S. Geological Survey monitors the flow in the river at one station in North Chichester NH. Flow at this station (gage 01089500) averages between 49 cubic feet per second (cfs) in August to 737 cfs in April. The drainage area at this gage is 157 square miles. Both the flow and the total drainage area will be higher for the portion of the Suncook River in Allenstown because it is farther downstream.

The banks of the Suncook River in Allenstown are a shallow and wide floodplain. There is currently no public access to the river for swimming or boating anywhere in Allenstown.

The Merrimack River, formed upstream by the confluence of the Pemigewasset and Winnepesaukee Rivers in Franklin, flows past Allenstown for one-half mile. The river is the far western border of the town. On the opposite side of the river are the towns of Bow and Hooksett.

The section of the river flowing past Allenstown is regulated by large dams upstream at Garvins Falls and downstream at the Hooksett Hydro Dam. Upstream at Garvins Falls (gage 01088500), the flow of the Merrimack River has been monitored. The flow varies with the seasons, ranging from 1,700 to 10,300 cfs in September and April, respectively.

The wide (1/4 mile) floodplain created by this large river is excellent for agriculture. These land are currently used for agriculture, a boat launch on Ferry Street, and Allenstown's municipal wastewater treatment facility.

Brooks

Several named brooks are located in Allenstown. The majority are located in the Bear Brook State Park area.

- ? Catamount Brook connects Catamount Pond with the Suncook River.
- ? Little Bear Brook flows across the northern part of Allenstown.
- ? Boat Meadow Brook connects Bear Hill Pond with the Suncook River.
- ? Bear Brook flows out of Catamount Pond and into Bear Brook State Park.
- ? Pease Brook flows in the northeast corner of Allenstown, just west of the Deerfield-Allenstown town line.

Hydric Soils

According to the 1965 Merrimack County soil survey, 13.4% of the total land acreage of Allenstown is comprised of hydric soils. The Natural Resource Conservation Service is currently working on publishing an updated soils survey for the County.

Watersheds

A watershed is an area of land drained by streams or rivers and is a hydrologic system in itself, although it is always part of a larger watershed. Disturbances which affect the groundwater of an area can have an impact on the entire watershed. Allenstown lies almost entirely within the Suncook River watershed. It also falls within the larger Merrimack River watershed, which encompasses most of the State.

Aquifers

According to studies by the US Geological Survey, 27% of Allenstown (5.4 square miles) is underlain by stratified drift aquifers. By far the highest yielding aquifer is located near the convergence of Bear Brook and the Suncook River in the northern corner of town. A municipal well owned by the Pembroke Water Works (which supplies water to Allenstown and Pembroke residents) currently draws from this aquifer. Other locations in Allenstown with high yielding aquifers are along Boat Meadows Brook, along the Suncook River near the Suncook Convenience Store, and in the floodplain of the Merrimack River.

Wetlands and Marshes

Wetlands inventoried, field-checked, and mapped by the US Fish and Wildlife Service between 1986 and 1990 dot the entire Town. Large areas of mapped wetlands which do not co-occur with ponds or marshes are found along Catamount Brook and Boat Meadow Brook. Hayes Marsh within Bear Brook State Park is the predominant wetland in Allenstown and is host to a number of species.

Dams

The NHDES maintains an inventory of dams within the State:

Suncook River

China Mill Dam – operated by Thomas Hodgson & Sons

Webster Mill Dam – operated by National Hydro

Buck Street Dams – operated by NH Water Resources Council

Bear Brook State Park

Catamount Pond – operated by NHDRED

Bear Hill Pond – operated by NHDRED

Catamount Brook – operated by NHDRED

Hayes Marsh – operated by NHF&G

Archery Pond – operated by NHF&G

Cold Spring Brook – operated by NHF&G

Hall Mountain Marsh – operated by NHF&G

Philie Recreational Pond – operated by John Philie

Protection from Nonpoint Source Pollution

The greatest threat to Allenstown's waterways is perhaps nonpoint source (NPS) pollution, also known as polluted runoff, in the downtown/Suncook area and off of Route 28. Nonpoint source pollution (NPS) is pollution that cannot be traced back to any specific source; it is the accumulated pollution resulting from everyday activities. Its effects are magnified by impervious surfaces, such as building roofs and paved surfaces. Water cannot infiltrate these surfaces, causing more water to run off over the land. As water washes over the land, it picks up oil, pesticides, nutrients, sediment, and other pollutants that have been placed into the environment by everyday activities. The runoff water flows into storm drains and sewer systems or directly into water bodies, carrying the pollutants that have been deposited. Sewers and storm drains are not the answer to this problem; they are direct lines to waterways, meaning that polluted runoff is being poured right into surface waters. As little as 10% impervious surface on a lot can begin to negatively impact a waterway. Thus, the more intensively used a piece of land is, the more nearby waterways are negatively affected by polluted runoff.

The downtown area of Allenstown, surrounded on two sides by the Suncook and Merrimack Rivers, poses the greatest threat to non-point source pollution. The compact downtown, with its miles of road and parking lot asphalt and buildings, is a concentrated area of NPS pollution that runs off into the rivers or storm drains directly, or into the aquifer which underlies the town indirectly. Because the area is already built up, there are fewer options available for protecting the water supply.

One simple way to help reduce the effect of NPS is to create a street tree program where sapling trees are planted along rights-of-way and are maintained yearly. Road improvement projects that allow for drainage swales instead of a paved asphalt shoulder or curbing will also assist.

Along Route 28, there are more alternatives available. In addition to those noted above for the downtown, techniques include requiring stormwater management plans for new developments, limiting parking lot size and providing alternative parking areas, limiting each lot's impervious surface coverage, and designing driveways to be shorter, narrower, and which flow with the topography of the land.

Land Resources

The ***Conservation and Public Lands Map*** depicts the conservation lands noted here in this section.

Bear Brook State Park

Bear Brook State Park (BBSP) covers nearly 10,000 acres of land. Most of the park is located in Allenstown (6,564), with smaller acreage in Candia (290), Deerfield, (1,938) and Hooksett (793). The park receives approximately 50,000 visitors yearly for hiking, mountain biking, and horseback riding on the trails, as well as for day use of the beach and picnic area on Catamount Pond. BBSP is also home to a busy park campground on Spruce Pond, a 4-H camp on Bear Hill Pond, and Americorps/Student Conservation Association facilities on Beaver Pond. The New Hampshire Fish and Game Department has a waterfowl management area in Hayes Marsh. The park also boasts the state's only public archery range and has several stocked fishing ponds. During the winter, the park is a popular destination for cross-country skiers and snowmobile riders.

It is hard to overstate the importance of BBSP to the town of Allenstown. The park covers over half the land area of the town, making Allenstown one of the few towns in the state with the such a high percentage of public lands. The park's 40 miles of trails provide recreational opportunities for the residents of the town as well as for the thousands of visitors from the nearby cities of Manchester, Concord, and Portsmouth, as well as many out of state visitors. BBSP is known regionally as one of the best locations for mountain biking in New England. Much of the wellhead protection area around the Allenstown/Pembroke public water supply is located within the park.

One of the new threats to BBSP are Off Highway Recreational Vehicles (OHRVs). OHRVs are currently permitted in the park only when the ground is frozen. However, there is considerable illegal use of the park by OHRV riders during other times of the year. Expanded legal OHRV use in the park would degrade the existing uses of the park through trail erosion and noise. Increased OHRV use would also require the Town of Allenstown and other towns abutting the park to expend more resources on law enforcement and emergency response within the park. This issue will be discussed again in the "Natural Feature and Resource Concerns" section at the end of this chapter.

Conservation Lands

In this context, tracts of land under conservation can be permanently protected from future development under the parcel's deed or they can be under temporary conservation where no such permanent restrictions are placed upon the future use of the land. In Table VI-5, there are no parcels in Allenstown which have been permanently protected from development.

Table VI-5
Conservation Lands

Conservation Land	Held by	Acres	Permanently Protected?	Public or Private Ownership
Allenstown Town Forest	Town	15.0	No	Public-Town
Bear Brook State Park	NH DRED	6564.4	No	Public-State

Source: 2001 Digital Tax Maps; Subcommittee Input; Bear Brook State Park Management Plan, 1994

Current Use

Property owners can file for reduced property taxes through the Current Use Taxation program. The current use value is the assessed valuation per acre of open space land based upon the income-producing capability of the land in its current use— not its real estate market value. This valuation shall be determined by the Town's assessor in accordance with the range of current use values established by the Current Use Board (CUB) and in accordance with the class, type, grade, and location of land. Owners of parcels of land which are not anticipated to be used for a different type of use in the future can apply at the Town Office for the following categories:

- ✍ "Farm land" means any cleared land devoted to or capable of agricultural or horticultural use as determined and classified by criteria developed by the Commissioner of Agriculture, Markets, and Food and adopted by the CUB.

- ✍ “Forest land” means any land growing trees as determined and classified by criteria developed by the State Forester and adopted by the CUB. For the purposes of this paragraph, the CUB shall recognize the cost of responsible land stewardship in the determination of assessment ranges.
- ✍ “Open space land” means any or all farm land, forest land, or unproductive land as defined by this section. However, “open space land” shall not include any property held by a city, town or district in another city or town for the purpose of a water supply or flood control, for which a payment in place of taxes is made in accordance with RSA 72:11.
- ✍ “Unproductive land” means land, including wetlands, which by its nature is incapable of producing agricultural or forest products due to poor soil or site characteristics, or the location of which renders it inaccessible or impractical to harvest agricultural or forest products, as determined and classified by criteria developed by the CUB. The CUB shall develop only one category for all unproductive land, setting its current use value equal to that of the lowest current use value established by the CUB for any other category.
- ✍ “Wetlands” means those areas of farm, forest and unproductive land that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

A land use change tax shall be levied when the land use changes from open space use to a non-qualifying use.

Table VI-6
Current Use Acreages by Land Type, 1990-2001

CU Acreage by Land Type	2001	2000	1999	1998	1997	1996*	1995	1994	1993	1992	1991*	1990*
Farm Land	138.16	126.66	132.98	166.31	0	149.19	149.19	143.19	99.77	99.77	99.77	99.77
Forest Land	2,016.84	1,835.92	1,841.61	1,587.77	2,608.64	1,538.93	1,518.20	1,480.92	1,340.06	1,303.97	1,270.42	1,270.22
Unproductive Land**	204.67	212.67	211.94	1.0	0	289.91	289.91	298.65	470.72	514.01	514.01	514.01
Wet Land***	677.00	712.68	738.04	811.65	14.26	812.65	786.85	756.69	732.94	732.94	768.90	768.90
Total CU Acres	3,036.67	2,887.93	2,924.57	2,566.73	2,622.90	2,790.68	2,744.15	2,679.45	2,643.49	2,650.69	2,653.10	2,652.90

Sources: Allenstown Annual Reports, *data discrepancy in Town Reports;

includes productive land for 1990 and 1991 *includes flood land;

It should be noted that Bear Brook State Park comprises approximately 6,700 acres (according to the tax maps, although NH DRED's figures are 6,564 acres) of the Town. Out of a total town acreage of 12,998 (while again sources differ, the tax map acreage is used), there are approximately 3,400 acres (26%) in Allenstown which are not in current use or part of Bear Brook State Park.

Table VI-7
Land Use Change Tax Collected, 1990-2001

	Land Use Change Tax Collected
1990	\$500
1991	0
1992	0
1993	0
1994	0
1995	\$9,395
1996	0
1997	0
1998	0
1999	\$1,300
2000	0
2001	\$2,500

Sources: Allenstown Annual Reports and Town Files

As shown from the amount of land use tax collected over the past 12 years, few parcels have dropped the current use status. In fact the total collected by the Town is only \$13,695.

Table VI-8
Current Use Acreages Statistics, 1990-2001*

Acreage Statistics	2001	2000	1999	1998	1997	1996	1995	1994	1993	1992	1991	1990
Total Acres in CU	3,036.67	2,887.93	2,924.5 7	2,566.73	2,622.90	2,790.68	2,744.15	2,679.45	2,643.49	2,650.6 9	2,653.10	2,652.90
Removed from CU	0	N/A	N/A	0	0	0	6.61	0	0	0	0	
Receiving 20% rec. discount	0	N/A	N/A	968.13	0	0	23.50	0	0	0	0	

*Sources: Allenstown Annual Reports; *discrepancies exist in the Town Reports*

Agricultural Resources

Prime farmland soils, soils of statewide importance, and soils of local importance to Merrimack County are depicted using the 1965 Soil Conservation Service (now Natural Resources Conservation Service, the NRCS) Survey. A comprehensive update to the Merrimack County Soil Survey by the NRCS is underway, with an anticipated completion date of 2003 and a publication/printing date to be determined. This update should include a change from the alpha-categorization of soils, as shown here, to a numeric categorization. At the time of this Master Plan, maps have not been published.

Prime farmland soils are described nationally as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and are also available for these uses.

Categorized soils of Statewide importance have properties that exclude them from the prime farmland list. However, they are important to agriculture in the State of New Hampshire. They produce fair to good crop yields when properly treated and managed. As a general rule, erosion control and irrigation practices are necessary to produce high-yield crops.

Soils of local importance are identified by County agencies within the State. These soils also support the production of food, feed, fiber, forage, and oilseed crops. These soils produce fair to good crops when managed properly.

The following is a list of identified active farms in Allenstown which are extremely important to protect from development or other change of use:

Table VI-9
Active Farms in Allenstown

Name	Location	Products or Use
McNamara Farms	7 Main Street	Dairy cows
Blake's Farm	River Road	Corn, vegetables

Source: Subcommittee input

The best agricultural soils in Allenstown are located in the fertile floodplain of the Merrimack and Suncook Rivers. While the downtown areas rests on the majority of these soils, several large undeveloped parcels that are privately owned could potentially serve as farms. They are located west of Main Street and south of Ferry Street and are displayed on the ***Scenic Vistas and Farms Map***.

Forest Resources

The largest forest resource in Allenstown is Bear Brook State Park which covers approximately 6,564 acres (from the Bear Brook State Park Management Plan) of the town. The NH Department of Resources and Economic Development selects areas of the park to be logged based on the Bear Brook State Park Management Plan. Foresters from DRED mark and tally the trees to be cut. A contractor is awarded the right to harvest the trees through a competitive bid process. The revenue from the sale of the lumber to the contractor is mostly deposited in the State's General Fund, with a small portion going to DRED's Forest Management and Protection Fund. The stumpage tax for the sale goes to the Town, just as if the timber sale had occurred on private property. On average there is one timber sale in Bear Brook State Park each year.

Table VI-10
Timber Tax Collections, 1990-2001

	Timber Tax Collected
1990	\$507
1991	\$2,243
1992	\$497
1993	\$4,484
1994	\$4,469
1995	\$6,554
1996	0
1997	\$16,920
1998	0
1999	0
2000	0
2001	\$12,087

Sources: *Allenstown Annual Reports and Town Files*

Some privately-owned lots conduct timber harvests, although the majority of the forestry activities are undertaken by the State on the Park.

Geologic Resources

The ***Construction Materials Map*** and the ***Development Constraints Map*** of the **EXISTING AND FUTURE LAND USE CHAPTER** depict the location of permitted gravel operations and slopes greater than 15%.

Surficial and Bedrock Geology

Allenstown has varying topography, ranging from the flat floodplains along the Suncook and Merrimack Rivers to the hilly regions of Bear Brook State Park. Four named promontories were identified in Table VI-11.

Table VI-11
Hills and Mountain

Name	Description or Location
Hall Mountain	925'
Bear Hill	800'
Catamount Hill	700'
Pinkney Hill	700'

Sources: *CNHRPC 1999 Natural, Cultural and Historical Resources Inventory*

Excavation Materials

All of the excavation operations within Allenstown are grandfathered and thus no permitting is necessary. There are four known pits in Town:

Table VI-12
Excavation Operations (all Grandfathered)

Name	Description or Location
Plourde	Between Route 3 and Chester Turnpike
Tamchar Aggregate	Granite Street/New Quarry Road
Verville	Dodge Road
Wasson	Deerfield Road at Deerfield Town Line

Sources: Existing and Future Land Use Chapter

The specific locations and tax map and lot numbers can be found in the **EXISTING AND FUTURE LAND USE CHAPTER** as well as specific details about excavation law.

Ecological Resources

NH Natural Heritage Inventory (NHI)

Several outstanding plant and animal species have been identified in Allenstown since the 1930s, as well as one outstanding natural community, and recorded NHI program's database. It is known that other species and communities do presently exist in Allenstown, and efforts should be made to report the information to the NHI.

- ? Small Whorled Pogonia
- ? Sweet Goldenrod
- ? Bald Eagle
- ? Great Blue Heron rookery
- ? Blanding's Turtle

Strong anecdotal references have been made to the existence of timber rattlesnakes in Bear Brook State Park, although no formal report has been filed.

Corridors

Corridors and greenways are typically used not only by people for recreation or transportation, but also by wildlife to travel from one habitat to another. Maintaining viable and undeveloped corridors ultimately measures the biological success of the animals, particularly larger mammals, within an area.

The Bear-Paw Regional Greenway has identified a greenway corridor in the northwest corner of Allenstown which would connect with Bear Brook State Park and also form a network of corridors connecting Northwood Meadows State Park, Pawtuckaway State Park, and other private conservation lands. Bear-Paw Regional Greenway is a land trust established by local resident volunteers. Their mission is to establish a series of greenways comprised of private and public lands that connect large conservation areas and safeguard important wildlife habitat and travel routes, scenic resources, and recreational opportunities. Bear-Paw provides assistance to municipalities and community groups to identify and protect important lands and in locating funding sources for land conservation.

Currently, the Towns of Epsom, Deerfield, Northwood, Strafford, Nottingham, Raymond, and Candia are members of Bear-Paw. While Allenstown is unique in the amount of conservation land it already has (in the form of Bear Brook State Park), there are valuable corridor opportunities presented in the northwest corner of the town which should be explored, particularly given the remoteness of the area from town services. Membership in the Bear-Paw Regional Greenway could help the Town to preserve these corridor opportunities.

Natural Communities

Other special, mostly undisturbed lands are essential for the biological diversity of plants and animals. The more biodiversity found within an area, the more valuable and self-sustaining the community becomes from both ecological and economic perspectives. The following natural communities are important in Allenstown:

- ? Suncook River (fish, birds)
- ? Bear Brook State Park (large mammals, reptiles, songbirds)
- ? Hayes Marsh (birds)

Viewsheds

Two viewsheds have been identified on the ***Scenic Vistas and Farms Map***. One just south of Wing Road offers 360 degree panoramic views of the surrounding Park and countryside. The second identified view can be found from Catamount Pond and looks south toward Catamount Hill. In Allenstown, scenic view preservation is less of an issue because of the large amount of undeveloped acreage in most directions.

Air Resources

Downtown Allenstown is located one mile downwind of the Bow Power Plant, a coal-fired electricity generation station. The smoke plume from the plant is visible from all areas of town. Residents of the downtown area have been concerned about adverse health impacts due to the chronic exposure to the emissions. In August 2002, the NH Department of Environmental Services installed an air quality monitoring station at Memorial Field in Pembroke. This station monitors the air for toxic contaminants, sulfur oxides, and particulate matter every 12 days. The NH Department of Health and Human Services, under cooperative agreement with the US Agency for Toxic Substances and Disease Registry, began a health study of residents in Pembroke and Allenstown in 2001. The results from this study should be available in 2003.

NATURAL FEATURE AND RESOURCE CONCERNS

In summary, Allenstown is blessed with abundant natural resources but these resources are under threat. The greatest environmental challenges we face as a community are:

- ? Air pollution from the Bow Power Plant. The downtown is located immediately downwind of the plant. The NH Department of Health and Human Services is currently (2002) conducting a study on the impact that pollution from the plant could be having on the health of Allenstown residents. The Town should support this study and cooperate with any recommendations made by NHDHHS.

- ? Contamination of water resources. The number of gas stations in Allenstown increased from one to three in the past year. There are also dozens of small automotive repair shops in town. While these companies provide a service to residents, they also threaten to release gasoline containing MTBE into the aquifers that all town residents rely upon for drinking water. As the Town tries to attract new light manufacturing companies to Allenstown, every effort should be made to ensure that these new companies do not pollute the water, land, or air. The increase in OHRVs and vehicle traffic will impact the quality of the aquifer if the ATV trails open.
- ? Off Highway Recreational Vehicles in Bear Brook State Park. OHRVs can damage the trails in the park that are heavily used by residents and visitors for non-motorized recreation. These vehicles also strain the town's resources to provide law enforcement and emergency response in the park. The town should oppose any plan for expanded OHRV use in the park.
- ? Loss of agricultural lands. Allenstown has few agricultural lands and those that are left are at risk for development. Targeted agricultural easements are needed to preserve these lands. The highest priority should be to protect agricultural lands next to the Merrimack River.
- ? No public access to the Suncook River. The Suncook River has historically been the heart of Allenstown. However, there is currently no public access to the river. Unless town residents can enjoy this resource, they are unlikely to respect and care for it. A town-owned parcel on Albin Avenue (at the end of Pine Acres) should be developed as a picnic area with a launching area for non-motorized boats. An additional town-owned parcel on Riverside Avenue should also be explored for its potential to serve as public access to the River.
- ? Non-point source pollution in downtown Allenstown. The downtown area of Allenstown is densely settled with impervious surfaces (e.g., pavement, buildings) covering a large proportion of the land area. Stormwater runoff can wash pollutants and bacteria into the Suncook River during storms. Stormwater runoff is an important issue everywhere but it is especially important in the downtown area because of the large amount of impervious surface and the age of the storm sewer infrastructure.
- ? Sprawling development along Deerfield Road. The northeast corner of town abutting Bear Brook State Park is a beautiful place to live – and the rate of development along Deerfield Road is booming. It is important to preserve the rural character of this part of town through smart growth strategies and to maintain wildlife corridors in this area.

PROPOSED REGULATORY PRESERVATION MEASURES

There are many techniques available to assist with conserving natural resources. Regulatory protection measures are an important part of a Town's preservation toolkit.

Primary Methods

Although all of the methods listed in this Chapter can be used by Allenstown, the techniques listed in this section are the most important regulations to develop. They should be among the first considered by the Planning Board and the Town to address Allenstown's immediate conservation planning issues.

Aesthetics-Based Land Use Regulations

Area: Entire Town

Because the appearance of the community, including views of simple things like tree-lined streets, mixed farm land, forests, historic buildings and water resources that largely define Allentown's traditional landscape, is so important to the fabric of the community, there must be a priority placed on preserving them. Planning regulations addressing lot size, placement of buildings, signage, as well as landscaping are typically used to address aesthetic elements of the community.

Environmental Science-Based Regulations

Area: Entire Town

Environmental science-based land use regulations are based directly upon measurable characteristics of the land-base of the community, rather than on possibly arbitrary standards established by people. Regulations based on the characteristics of the land may reflect the actual ability of the land base to sustain development and are often easier to defend against legal challenges than those arbitrarily created.

Urban Growth Districts

Areas: Downtown

An urban growth district allows the community to define one or more areas where growth and development will be concentrated. This typically includes a downtown area and, sometimes, existing areas with higher concentrations of development. Desired growth will take place inside of the district, thus preserving open space in other parts of the Town. Development within the urban growth area can still be regulated by various zoning standards, but density regulations should be adjusted to accommodate a denser development pattern.

Cluster (Open Space) Development Zoning

Areas: Woodridge Road and developments along Deerfield Road

An answer to the sprawling landform created under conventional cookie cutter subdivisions is a new approach to subdivision design for rural areas, as outlined in the book entitled *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, by Randall Arendt (Island Press, 1996). Figures in the **EXISTING AND FUTURE LAND USE CHAPTER** show graphics from Arendt's book depicting the typical scenario for the development of a parcel under the conservation development design process. In its most basic form, the conservation development process can be broken into six logical steps, which are not the typical steps taken for a conventional subdivision.

Under this approach, use existing minimum lot sizes as the basis for conventional residential density on the best soils, with reduced densities according to declining soil quality. The current minimum lot sizes for residential uses should represent the maximum aggregate density on the best soils under the soils-based lot sizing approach. Lower quality soils should require lower density development. Primary conservation areas may include wetlands, steep slopes, aquifer recharge zones, and floodplains. Secondary conservation areas may include stonewalls, viewsheds, prominent vegetation, prominent landforms, prime agricultural soils, historic sites and features, archeological sites, and communities and species identified in the Natural Heritage Inventory.

Secondary Methods

Other ways to help Allentown “grow smart” to balance new development with its rural character are discussed.

Large Lot Forestry and Agricultural Zoning

Areas: Merrimack River Floodplain, east of Granite Street, and North of Deerfield Road

Planning theory states that dividing developing land, or potentially developing land, into larger lots will slow development and preserve open space and rural character. The goal of these two types of zoning is to provide large enough blocks of land that they can be managed for a specific resource value. If this technique is used, lot sizes that truly reflect the amount of land needed to allow for commercially viable use of the land and are related to the reality of the use of the land in the area must be established.

Overlay Districts

Areas: (varies, Downtown)

Overlay zoning districts can be used by communities to define and apply special regulations to a particular resource. Once resource areas of concern are identified, the Planning Board must establish what kind of special regulations apply to that particular resource.

Ground Water Protection Districts
Mountain Conservation Districts
Steep Slope Districts

Historic Districts
Forestry Districts
Agricultural Districts

Flexible Zoning

Areas: Downtown and Route 28

Flexible zoning is an alternative to traditional fixed zoning regulations. It allows for more latitude in adapting proposed land use changes to the desires of the community, the wishes of the developer, and the characteristic of the resource base. Extra care must be taken in designing these regulations, to ensure that both the intent of the zoning and the conditions that must be met to qualify for it are clear to the Planning Board, developer, and residents.

Phased Growth Plan

Areas: Deerfield Road

Towns may adopt regulations to control the rate of development. In certain rapid growth situations, slowing the rate of development can be a way to retain some open space from development for a short period of time, during which it may be possible to determine if there is a need or mechanism to preserve it permanently.

Limitations to the Number of Building Permits

Area: Entire Town

One way to help conserve open space in the short-term in a community is to establish a maximum number of new building permits that will be allowed in any given year. The number of permits allowed annually needs to be correlated in some meaningful way with the growth pressure on the community. This type of growth control strategy needs to be carefully crafted to accurately reflect the goals of the community and to avoid the perception of creating “snob zoning.” Allenstown currently restricts the number of new manufactured housing permits issued to one permit for every fifteen traditional housing permits issued.

Open Space/Village Design Planning

Area: Deerfield Road Development

Rather than filling all available space with similar-sized houses centered on uniformly sized lots, this development strategy focuses the construction in a smaller portion of the total land being developed, and provides for permanent protection of the open space not used for construction. The land selected for permanent open space protection should be designed to fulfill the open space interests of the entire community.

NON-REGULATORY PRESERVATION MEASURES

Volunteer efforts to conserve land are recognizable and are often more appreciated than regulatory requirements. Hand in hand, regulatory and non-regulatory methods work together to serve the community’s preservation interests.

Conservation Easements

Area: Northeast corner of Town (North of Deerfield Road)

A conservation easement is a permanent, legally binding agreement that ensures that certain uses will never be allowed on that property. Typically conservation easements prevent development of land uses such as construction, subdivision, and mining but allow uses such as agriculture, forestry, wildlife habitat, scenic views, watershed protection, and education. The agreement exists between a willing landowner and a qualified recipient, which can be the Town or State government or various conservation organizations. Each conservation easement is tailored to the interests of the landowner, the receiving entity, and the unique characteristics of the property. The land can be sold or deeded by the original owner and subsequent owners, but an easement is binding to all future owners.

Agricultural Conservation Easements

Area: Floodplain

Conservation easements can be written to accommodate the special needs and interests of farms. In Allenstown, landowners of the remaining agricultural parcels in Town (specifically of McNamara’s and Blake’s farms) should be contacted to discuss the benefits easements.

Management Agreement

Area: Entire Town

These management agreements focus on a particular open space value and a management agreement can be custom tailored to any specific situation.

Right-of-Way for Trails - The Town may protect open space along a recreational trail corridor area. The right-of-way could be arranged and exist as a legal agreement between the Town/nonprofit organization and the owner of the land where the trail is located.

Wildlife Corridors - Open space can be protected for its value in allowing wildlife to travel from one place to another safely. Working with maps indicating where certain species can be found, probable travel corridors could be recognized. Once areas are recognized, the Town could then create plans to acquire, protect, or manage these important corridors.

Buffers Between Uses - Buffers between incompatible land uses can ensure that development and growth within the Town does not have a negative impact on the rural and scenic qualities that the Town values.

Dollars and Sense of Open Space

Area: Entire Town

This is an educational workshop that can be held in Allenstown. New Hampshire studies, such as the *Dollars and Sense of Open Space* by the NH Wildlife Federation and *Does Open Space Pay* by the UNH Cooperative Extension show that open space brings in more revenue to a town than it requires in services. The general consensus is that less development, particularly residential development, means lower taxes. More houses require, among other community services, additional roads to maintain and the providing of more schooling for children. In Chester, it cost the community \$449,206 more to educate children from 117 new homes than those new residents paid in taxes. In Peterborough, the 188-home Pine Ridge Development cost the town \$128,124 more than it brought in taxes.

POTENTIAL FUNDING SOURCES FOR CONSERVATION PROJECTS

While the list of choices for funding conservation and preservation endeavors is ever-changing with respect to local, regional, state, and federal grant programs, municipal “income” opportunities remain relatively stable. In addition, a municipal dollar-match is most often required in order to obtain any type of grant funding.

Municipal Contributions to the Conservation Fund

Many Towns have created a separate Conservation Fund or an open space acquisition fund, through vote at Town Meeting, specifically for the purpose of paying for land acquisition or easements. Money for these funds may come from Town budget appropriations, land use change taxes, or proceeds from managing or selling Town property, just to name a few.

Appropriation from Town Budget - The Town can regularly set aside money for a Conservation Fund in their annual Town budgeting process. The land use change tax allocation to the Conservation Fund is an additional tool provided by a vote at Town Meeting.

Proceeds from Managing or Selling Town Property - Towns that have property or resources that they manage often can provide income to the Town as well as the Conservation Fund. This is frequently done through timber harvest operations on mature forest land owned by the Town. The proceeds from the sale of Town property can also be dedicated to the Conservation Fund.

Bond Issue - The Town may agree to borrow money for a conservation project through a municipal bond issue.

Town Surplus Funds - The Town can apply funds, if they are available, that are left over from prior years' budgets to fund conservation projects.

Tax Liens - When the Town acquires property because the owner has not paid all of the taxes on the property, the Town can keep and manage the land and include it in as part of the Town's conservation plan. On the other hand, if there is little resource value in the land, it could be sold and the revenue placed into the Conservation Fund.

Fines - Fines imposed for misuse of Town property could be allocated to the Conservation Fund by a vote at Town Meeting.

Land and Community Heritage Investment Program

This State fund is designed to assist communities that want to conserve outstanding natural, historic, and cultural resources. There is a requirement that the Towns match the State money from this fund with a 50% match from other sources, which can include an "in kind" match, as well as funds from other sources.

State of New Hampshire Funding Sources

The Departments of Environmental Services, Agriculture, Transportation, Resources and Economic Development, and many other State agencies offer grants on a matching basis to assist with conservation-related projects. Although not in a centralized listing, research can yield a number of grant opportunities to help offset the municipal costs of a project.

Federal Funding Sources

There are many potential funding sources at the federal level. Depending on the type of project to be undertaken, the federal government has an updated register of hundreds of grant programs located in the Catalog of Federal Domestic Assistance, currently at www.aspe.os.dhhs.gov/cfda/ialph.htm. The US Department of Agriculture office in Concord offers numerous free or low-cost services to municipalities.

In-Kind Services or Mini-Grants from Quasi-Public Entities

The UNH Cooperative Extension and the Central NH Regional Planning Commission offer a variety of free or very low-cost services to municipalities within their respective areas. They may be able to provide technical assistance to help a town pursue grant funds, research potential grant opportunities, or perform training or site inspections.

Grants from Foundations

The Town would need to research available grants and develop proposals to seek funding to conserve a particular piece of property or type of resource within the Town. Funding could be sought from foundations at the local, state, regional, and national level.

Cooperative Ventures with Private Organizations

When the interests of the Town to conserve open space correspond with the interests of a private organization, the potential for a cooperative partnership to protect land exists. This tactic will require some creative thinking and introductory discussions by Town officials with area organizations who have, or could develop, an interest in conserving open space.

SUMMARY

The natural features section of the master plan focuses heavily on Bear Brook State Park, as it must, given the area of town consumed by the park. The natural features section recommends that the Town work to improve the impact the park has on the Town by lobbying against motorized recreation in the park, pursuing additional state funding to reimburse the town for park-related services expenses, and coordinating with neighboring communities to increase bargaining power with the state. The section also recommends that the town work educate residents about the park and work to connect the park to the local system of greenways and wildlife corridors.

Through the community visioning process, residents indicated that access to the Suncook and Merrimack Rivers was important, and this chapter makes recommendations relative to accomplishing that goal. Although Allenstown is unusual in regards to open space preservation due to the amount of open space land in the park, it is important to coordinate future development, particularly in the Deerfield Road area, to maximize the value of the park as a piece of the regional greenway. It is recommended that the Town re-establish the conservation commission to help accomplish some of these goals as well as to monitor air and water pollution prevention measures.

- Respectfully Submitted, Judy Silva

Chapter VII

COMMUNITY and RECREATIONAL FACILITIES with UTILITIES

INTRODUCTION

The purpose of this Chapter is to evaluate Allentown's community facilities, recreational facilities, and utilities. Providing and maintaining the essential services of community and recreational facilities and utilities are jointly one of the primary functions of government. As the population and demographics of the community grow and change over time, it is important that the community make adjustments in its delivery of services to meet the needs of the changing community.

Historically, rural communities in New Hampshire have provided very limited community facilities and services. In many cases, community facilities were limited to only a Town Hall and later, public school. However, as the population of the state increased, more services have been required to meet the needs of the citizenry. Today, modern communities are expected to provide full-time police protection, fire protection, as well as highway crews, recreational facilities, and professional administrators to manage daily operations of Town government.

For community facilities, this Chapter will inventory and assess current Town facilities, identify publicly sponsored programs, identify and assess the adequacy of existing equipment, and also identify current and long-term staffing needs. In addition, recommendations on how to meet some of these needs are provided in the beginning and throughout the Chapter. Town Department heads were interviewed for a report on the status of their department's facilities, staffing, and equipment. They were also asked to provide an assessment of their current and anticipated future needs.

An important component to a high quality of life, recreation provides a much-needed means of stress reduction and physical well-being. Recreational facilities also provide residents with a place to interact and create a sense of community that is beneficial to people of all ages. In recent years, numerous studies have identified that recreational facilities and programs also give children and teenagers a place to go, thereby reducing delinquent activity by those sectors of the population.

Utilities inventoried within the town of Allentown include electrical distribution, telephone, cable and wireless service, municipal water and public sewer. Utilities are the backbone of everyday life in small and large towns alike, and recommendations are proposed in order to enhance or expand their delivery.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To assess the present condition of the Town's community facilities, equipment, and services.
 - ? Organize the second floor for office space (Town Hall).
 - ? Install the generator and establish a system for testing and maintaining the device (Town Hall).

- ? Locate the Police Department to a new Police Department building which meets safety and environmental standards (Police Department).
- ? Establish a Building Committee for the Police and Highway Departments (Police Department).
- ? Develop and implement a sensible plan for renovating and expanding both schools (Allenstown Elementary School).
- ? Institute a voucher program study commissioned for grades 9-12 (SAU/Pembroke Academy).
- ? Assess the need for library expansion (Public Library).
- ? Address future plant expansion (Wastewater Department).
- ? Encourage that a larger facility with adequate parking be located in Allenstown (Suncook Post Office).
- ? Locate grants for more recreational programs to offer to Allenstown residents (Recreational Fiscal Resources).
- ? Seek grants for community development and improvement (Recreational Facilities).
- ? Support a Suncook Wastewater Treatment Facility plant expansion and Suncook Pond pump station improvement (Utilities).
- To maintain a high level of quality services for the residents of Allenstown.
 - ? Extend the town clerk's office hours to more readily assist the public (Town Hall).
 - ? Hire a Planning and Zoning Coordinator (Town Hall).
 - ? Hire a self-funding grant writer to seek funds for all Town Departments and projects (Town Hall).
 - ? Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership (Highway Department).
 - ? Hire one or more part-time employees for the Transfer Station (Transfer Station).
 - ? Procure and develop a cemetery location for the Town (Cemeteries).
 - ? Draft, promote, and implement an apparatus replacement program (Fire Department).
 - ? Enact a recycling program and build a facility with NH DES assistance (Transfer Station).

- ? Integrate an ambulance service within the Fire Department (Fire Department).
- ? Encourage cross-coverage between the Fire Department and Tri-Town Ambulance (Tri-Town Ambulance).
- ? House an ambulance at the Fire Department (Tri-Town Ambulance).
- ? Pay officers and staff more competitively to lessen the likelihood of turnover (Police Department).
- ? Implement a proactive technology replacement program for computers and electronics (Police Department).
- ? Ensure compliance with federal education guidelines (Allenstown Elementary School).
- ? Implement early intervention drop out programs (Armand Dupont School, SAU/Pembroke Academy).
- ? Foster a college- and career-minded attitude of students, teachers, parents, and the community (Armand Dupont School, SAU/Pembroke Academy).
- ? Implement drug intervention programs (Armand Dupont School, SAU/Pembroke Academy).
- ? Develop community service and volunteer programs for students (Armand Dupont School).
- ? Encourage the School Board to take a more proactive role in overseeing and managing the Allenstown School System (SAU/Pembroke Academy).
- ? Provide bussing for Pembroke Academy students from the Town of Allenstown (SAU/Pembroke Academy).
- ? Provide public computers for internet access and research (Public Library).
- ? Computerize the inventory of publications available for loan (Public Library).
- ? Find a method for safe and effective disposal of biosolids (Wastewater Department).
- ? Provide additional recreational opportunities and programs for adults and seniors (Recreation).
- ? Promote public relations and educational opportunities such as parenting classes and community education (Recreation).
- ? Encourage strategic partnerships with non-profit groups and organizations that will provide community enrichment programs (Recreation).

- ? Work closely with the school system to provide early intervention drop out and drug prevention programs (Recreation).
- ? Seek a fee reduction for Allenstown residents to access Bear Brook State Park (Recreation).
- ? Engage in fundraising activities to acquire funding for activities and programs (Recreation).
- ? Continue emphasis on delivering programs and services to provide a healthy outlet for all residents (Recreational Facilities).
- ? Hire a Parks and Recreation Department Head (Recreational Facilities).
- ? Expand the list of providers to provide utility options for Allenstown residents (Utilities).
- To inventory capital equipment or expenditures which can be placed into a Capital Improvements Program for planned replacement.
 - ? Produce a Capital Improvements Program.
 - ? Locate a water source for the maintenance garage and provide fresh running water (Highway Department).
 - ? Hook up to the maintenance garage to the sewer lines (Highway Department).
 - ? Purchase new vehicles (backhoe, dump truck and pickup truck) to ensure the smooth running of the Department (Highway Department).
 - ? Coordinate with the Town and NH DES to ensure that the landfill is properly capped (Transfer Station).
 - ? Replace the rusted and breaking dumpsters with new dumpsters (Transfer Station).
 - ? Procure digital radios for communications with local and state emergency centers (Fire Department).
 - ? Procure digital radios for communications to other Police Departments (Police Department).
 - ? Upgrade information technology systems (Wastewater Department).
 - ? Increase capital reserves to provide funding for future projects (Wastewater Department).
 - ? Ensure the economic stability of Pembroke Water Works, such as through the development of a Capital Improvements Program (Utilities).

COMMUNITY SURVEY RESULTS

The following community survey responses offer a number of suggestions and issues of concern to residents and property owners in Allentown. Selected results include a desire to expand educational opportunities in order to be at a competitive level with surrounding communities, to charge user fees to help pay for recreational facilities or programs, and an overall positive outlook on how well the Town performs services to its residents.

Table VII-1

Do you feel the quality of education in Allentown is competitive with other towns?

	Total	Percent
Yes	124	26.3%
No	195	41.3%
Unsure	88	18.6%
No Opinion	65	13.8%
Grand Total	472	100.0%

Table VII-2

Do you feel more money should be spent on education?

	Total	Percent
Yes	218	46.5%
No	142	30.3%
Unsure	60	12.8%
No Opinion	49	10.4%
Grand Total	469	100.0%

Table VII-3

If your children attend daycare or after-school care, where do they go?

	Total	Percent
Allentown	24	40.0%
Candia	0	0.0%
Bow	0	0.0%
Epsom	0	0.0%
Concord	6	10.0%
Pembroke	8	13.3%
Hooksett	6	10.0%
Deerfield	1	1.7%
Other	15	25.0%
Grand Total	60	100.0%

Table VII-4

Are you in favor of charging user fees to help pay for Town sponsored and owned recreational facilities or programs?

	Total	Percent
Yes	234	51.3%
No	115	25.2%
Unsure	66	14.5%
No Opinion	41	9.0%
Grand Total	456	100.0%

Table VII-5

Please check any recreational facilities you would like the Town to develop or improve:

	Total	Percent
Public Swimming Pool	159	7.7%
Senior Citizen Needs	175	8.5%
Indoor Basketball Courts	72	3.5%
Outdoor Basketball Courts	85	4.1%
Community Center Services	103	5.0%
Teen Center	141	6.9%
Tennis Courts	62	3.0%
Recreational Trails	129	6.3%
Hockey/Ice Rink	91	4.4%
Bicycle Paths	146	7.1%
Athletic Fields	113	5.5%
Playgrounds	140	6.8%
Canoe/Boat Launch	136	6.6%
Elderly Recreational Opportunities	129	6.3%
Picnic Areas	156	7.6%
Extension of Concord Area Transit (CAT)	179	8.7%
No Additional Facilities	24	1.2%
Other	18	0.9%
Grand Total	2058	100.0%

Table VII-6

In what ways do you enjoy Allenstown's recreational opportunities?

Please check all that apply:

	Total	Percent
Bird-Watching	102	9.8%
Fishing	172	16.5%
Camping	91	8.7%
Boating	82	7.9%
Cross Country	37	3.5%
Skiing	8	0.8%
Snowmobile	74	7.1%
Hiking	151	14.5%
Horseback	30	2.9%
Hunting	74	7.1%
Snowshoe	29	2.8%
Canoe	72	6.9%
Biking	83	8.0%
Other	39	3.7%
Grand Total	1044	100.0%

Table VII-7

How well do you think the Town is performing/providing the following services or opportunities?

	Good	Fair	Poor	No Opinion	Grand Total	Percent Good	Percent Fair	Percent Poor	Percent No Opinion
Access to Public Waters	151	117	48	120	436	34.6%	26.8%	11.0%	27.5%
Ambulance Service	289	48	11	107	455	63.5%	10.5%	2.4%	23.5%
Animal Control	133	110	66	132	441	30.2%	24.9%	15.0%	29.9%
Building Code Enforcement	133	105	43	160	441	30.2%	23.8%	9.8%	36.3%
Cemetery Care	185	88	18	154	445	41.6%	19.8%	4.0%	34.6%
Fire Protection	296	67	26	66	455	65.1%	14.7%	5.7%	14.5%
General Recreation	87	165	90	99	441	19.7%	37.4%	20.4%	22.4%
Health Regulations and Enforcement	83	101	34	216	434	19.1%	23.3%	7.8%	49.8%
Historical Preservation	77	141	28	181	427	18.0%	33.0%	6.6%	42.4%
Land Conservation	81	130	31	187	429	18.9%	30.3%	7.2%	43.6%
Library	141	128	74	102	445	31.7%	28.8%	16.6%	22.9%
Planning and Development	57	122	87	163	429	13.3%	28.4%	20.3%	38.0%
Police Protection	271	111	36	38	456	59.4%	24.3%	7.9%	8.3%
Recreational Trails	116	110	54	136	416	27.9%	26.4%	13.0%	32.7%
Road Maintenance	166	163	92	30	451	36.8%	36.1%	20.4%	6.7%
Schools-Pembroke Academy	195	84	37	128	444	43.9%	18.9%	8.3%	28.8%
Schools-Armand Dupont	143	99	60	142	444	32.2%	22.3%	13.5%	32.0%
Schools-Elementary	143	112	54	135	444	32.2%	25.2%	12.2%	30.4%
Snow Removal	312	88	25	29	454	68.7%	19.4%	5.5%	6.4%
Speed Limits	195	153	63	38	449	43.4%	34.1%	14.0%	8.5%
Sidewalks	109	153	100	79	441	24.7%	34.7%	22.7%	17.9%
Town Administration	105	146	68	123	442	23.8%	33.0%	15.4%	27.8%
Town Sewer	159	78	29	175	441	36.1%	17.7%	6.6%	39.7%
Town Water	198	68	12	164	442	44.8%	15.4%	2.7%	37.1%
Traffic Control	186	125	37	92	440	42.3%	28.4%	8.4%	20.9%
Trash Disposal	326	55	17	50	448	72.8%	12.3%	3.8%	11.2%
Youth Recreation	51	136	92	153	432	11.8%	31.5%	21.3%	35.4%
Welfare	68	58	41	264	431	15.8%	13.5%	9.5%	61.3%
Zoning Enforcement	77	81	50	229	437	17.6%	18.5%	11.4%	52.4%
Other	5	1	15	47	68	7.4%	1.5%	22.1%	69.1%

DISCUSSION OF POPULATION TRENDS

When examining the community facilities, recreational facilities, and utilities of a municipality, it is essential to know if the population is being adequately served. This can be gauged by a number of measures, including the tracking of population trends and projections. Communities need to be able to adequately service the needs of their residents and estimate what changes will be needed for future years.

Historic Trends

As a population, Allenstown has grown proportionately little since 1980. From 1970 to 1980, the Town grew by an amazing 61%, adding almost 1,200 residents during that decade. Between 1990 and 2000, per the US Census, the population grew only 4.2%. The number of housing units for each of the decennial census increased at a rate of at least double than the population of the decade.

Table VII-8
Overall Population and Housing Growth Trends, 1960-2000

Growth	Population	<u>Net Change</u>		Housing Units	<u>Net Change</u>	
		#	%		#	%
1970 (US Census)	2,731	NA	NA	831	NA	NA
1980 (US Census)	4,398	+1,167	61%	1,591	+760	91.5%
1990 (US Census)	4,649	+251	5.7%	1,868	+277	17.4%
2000 (US Census)	4,843	+194	4.2%	2,093	+225	12.1%
Total Change from 1970 – 2000	–	+1,612	77.3%	–	+1,262	151.8%

Sources: 1970-1990 US Census CPH-2-31 Table 9 Population and Housing Unit Counts;
US Census 2000 Data

Current Trends

Table VII-9 shows current population trends in Allenstown and the communities that border it. All areas have experienced growth within the last decade.

Table VII-9
Current Population Trends, 1990-2000
Allenstown and Abutting Communities

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Allenstown	4,649	4,606	4,601	4,631	4,712	4,742	4,839	4,823	4,850	4,992	4,843
Bow	5,500	5,550	5,586	5,681	5,817	5,919	6,093	6,406	6,503	6,633	7,138
Deerfield	3,124	3,142	3,142	3,194	3,242	3,272	3,339	3,397	3,449	3,554	3,678
Epsom	3,591	3,613	3,645	3,702	3,763	3,742	3,834	3,866	3,896	3,971	4,021
Hooksett	9,002	8,893	9,002	8,896	8,960	9,198	9,226	9,571	9,674	10,100	11,721
Pembroke	6,561	6,533	6,542	6,600	6,619	6,636	6,688	6,724	6,733	6,777	6,897

Sources: NH Office of State Planning 1991-1999 Population Estimates of NH Cities and Towns;
*1990 US Census STF1A (P1); 2000 US Census

Although Table VII-9 illustrates the raw population figures over the last decade, Table VII-10 more accurately depicts the increases each community has experienced. Allenstown is by far the slowest growing community in the area; Pembroke comes in a close second.

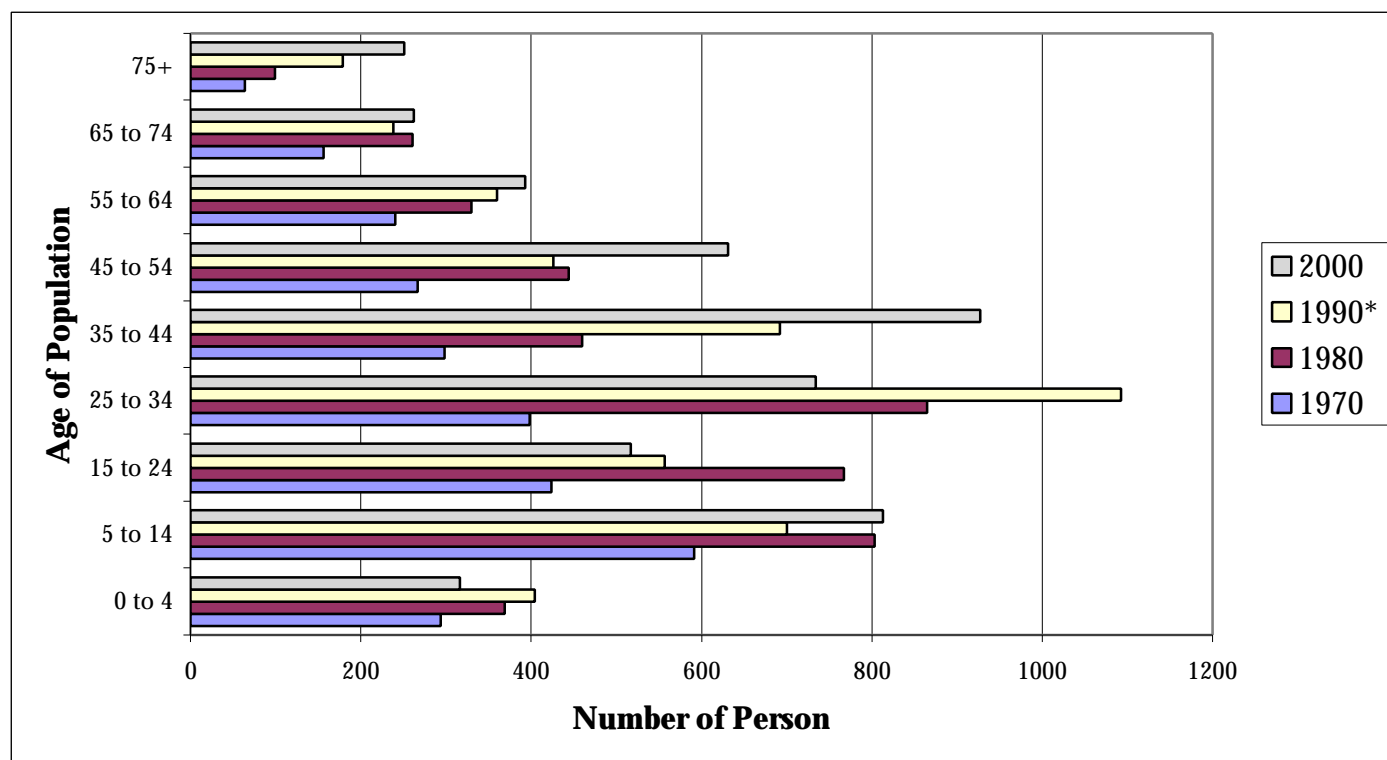
Table VII-10
Population Increase, 1990-2000
Allenstown and Abutting Communities

	% Increase, 1990-2000
Allenstown	4.2%
Bow	29.8%
Deerfield	17.7%
Epsom	12%
Hooksett	33.7%
Pembroke	5.1%

Sources US Census 1990,2000

Figure VIII-1 shows the Census population figures broken down into age groups. This reference is useful for determining the immediate needs of certain age groups, such as children and the elderly.

Figure VIII-1
Allenstown Population Trends by Age Group, 1970-2000



Source: OSP Comparison Binder of 70-80; 1970-90 US Census STF1A (P11 and P12)
1990 US Census CP-1-31 Gen. Pop. Characteristics Table 68, discrepancies found; 2000 Census DP-

Future Projections

While it is important for any community to plan ahead for an anticipated increase in population, which in turn increases pressure on community services and facilities, this section should be taken lightly as new population projections have not been produced by the Office of State Planning since the 2000 Census of population was released. Old figures, which are the numbers most currently available, were used in the creation of these comparisons.

Excerpted from the **POPULATION AND ECONOMICS CHAPTER**, Table VII-11, projected future population growth, was calculated based upon the community's historical share of the County's population. It depicts the projected population for Allenstown and abutting communities.

Table VII-11
Population Projections, 2005-2020

Allenstown and Abutting Communities				
Towns	2005	2010	2015	2020
Allenstown	5,236	5,378	5,678	5,900
Bow	6,597	6,787	7,127	7,501
Deerfield	4,123	4,534	5,062	5,623
Epsom	4,184	4,321	4,312	4,795
Hooksett	10,488	10,876	11,482	12,219
Pembroke	7,250	7,450	7,801	8,187

Source: 1997 NH Office of State Planning Municipal Population Projections 2000-2020

All projections should be reviewed with care as no methodology is perfect enough to predict what an actual future count would be. The **POPULATION AND ECONOMICS CHAPTER** of the Master Plan also adheres to taking these projections lightly until more reliable data is acquired.

COMMUNITY FACILITIES

An examination of each of the departments in Allentown which serves the population will be undertaken in this section. Each department will be inventoried for its statistics, equipment, and staffing and facilities needs. A series of long- and short-term recommendations will be determined based upon the information compiled.

TOWN OFFICES/TOWN HALL

The Town Offices are located in the Town Hall, which is also the home of the Police Station at 16 School Street. The second floor provides file space for the Planning and Zoning Boards. The Administrative Assistant provided information for this section.

Equipment Needs

The primary equipment in the Town Office are the computers, which should not need to be replaced until next year.

Table VII-12
Town Office Equipment

Name of Equipment	Type of Equipment	Condition	Year Acquired	Replacement Year	Replacement Cost	Priority
Computers	Computers	Good	1998	2004	\$3,000	low

Source: Town Office

Staffing Needs

The Town Offices provide space for numerous Town employees. They include the Administrative Assistant, Town Clerk, Secretary, Assessing Clerk, Tax Collector, Welfare Director/Health Officer, and Building Inspector/Code Enforcement Officer.

It is anticipated that within the next few years, a new employee will be necessary to assist with Town Clerk/Tax Assessor functions. In addition, an employee to assist with Planning and Zoning duties will be needed.

Facility Needs

The current office area encompasses 6,080 square feet. The office is now cramped with little functional use of the second floor. An emergency generator has been purchased which needs to be installed.

Within ten to twenty years, it is anticipated that a new Town Hall or space for the Town Offices be provided with a room dedicated to Planning and Zoning staff and volunteers.

Town Offices/Town Hall Summary

Short-term needs (2003 to 2008)

- second floor office space should be developed
- extend assessing clerk's hours or add new office employee
- handicapped accessibility to second floor
- additional staffing

Long-term needs (2008 to 2013)

- look to provide a new Town Hall or Town Office space
- new Police Station to free up basement for storage, etc at Town Office

Recommendations for the Town Offices/Town Hall

- ? Organize the second floor for office space.
- ? Install the generator and establish a system for testing and maintaining the device.
- ? Extend the town clerk's office hours to more readily assist the public.
- ? Hire a Planning and Zoning Coordinator.
- ? Hire a self-funding grant writer to seek funds for all Town Departments and projects.

HIGHWAY DEPARTMENT

The Highway Department duties include, but are not limited to, road maintenance and solid waste disposal. It is located on Granite Street, and the landfill/transfer station is behind the Department. Sewer and water should become available soon due to the recent purchase of and future development of nearby parcels. The Road Agent provided information for this Department.

Equipment Needs

Of particular note, the 1978 backhoe requires replacing, as does the 1980 pick-up truck, and at least dump truck. The other vehicles can wait from one to three years.

Table VII-13
Existing Highway Department Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
1992 Simplicity	Tractor	Poor			10	\$11,000	3
1993 Bandit	Woodchipper	Good			10	\$29,750	5
1993 Yacht Club	Trailer					\$300.	
1978 Case	Backhoe	Poor			25	\$80,000	1
1980 Ford	Dump Truck	Poor			23	\$100,000	2
1987 Caterpillar	Bulldozer	Good			15	\$80,000	6
1990 Ford L800	Dump Truck	Poor			12	\$110,000	4
1991 Dresser	Loader	Good			12	\$100,000	7
1993 Ford F350	Pickup	Poor			10	\$6,000	8
1997 Ford L8000	Dump Truck	Good				\$100,000	9
2000 Stirling	Dump Truck	Good				\$100,000	10
2001 Ford F550Sd	Dump Truck	Good				\$50,000	11
2002 Stirling 9500	Packer	Good				\$120,000	12

Source: Road Agent

Staffing Needs

Currently, the Department employs the Road Agent, four full-time workers, and two part-time workers. It is anticipated that an additional full-time employee will be needed within the next year or two.

Table VII-14
Public Works Department Comparisons with Abutting Towns

	Population, 2000	Miles of Town Owned Road, 2001 (Class V and VI combined)	Total Highway Expenditures, 2001	Highway Department Expenditures per Mile, 2001	Number of FTE Highway Department Employees, 2001	Number of Miles per Highway Department Employee, 2001
Allenstown	4843	29.06	\$380,576	\$13,096	5	5.81
Bow	7138	84.57	\$1,086,143	\$12,843	11	7.69
Deerfield	3678	65.42	Not available	Not available	3	21.81
Epsom	4021	57.27	\$417,684	\$7,293	2	28.64
Hooksett	11721	77.23	\$1,031,851	\$13,360.75	18	4.29
Pembroke	6897	57.69	\$1,026,688	\$17,797	11	5.24

Sources: Town Annual Reports; NH DOT Roadway Mileage by Classification, January 2002; Calls to Highway Departments

Facility Needs

The maintenance garage is approximately 65 x 90, or 5,850 square feet. It is anticipated within the next five to ten years that a new maintenance garage building will be necessary.

Department SummaryShort-term needs (2003 to 2008)

- seek free internet and cable access from local providers
- purchase a new backhoe
- purchase a new Ford dump truck
- purchase a new F350 1-ton pickup truck
- hire a full-time employee
- procure adequate water service (toilet, faucet, drinking) for employee use
- hook up to municipal water and sewer
- build a new maintenance garage

Long-term needs (2008 to 2013)

- assess the need for a combined substation at Bear Brook State Park
- purchase a trackless tractor for sidewalk plowing

Recommendations for the Highway Department

- ? Locate a water source for the maintenance garage and provide fresh running water.
- ? Hook up to the maintenance garage to the sewer lines.
- ? Purchase new vehicles (backhoe, dump truck and pickup truck) to ensure the smooth running of the Department.
- ? Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership.

TRANSFER STATION (HIGHWAY DEPARTMENT)

The landfill/Transfer Station is located at the Highway Department on Granite Street. Dump stickers can be purchased at a cost of \$2.00. The hours of operation of the transfer station are Tuesdays and Thursdays from 7:00-10:00 AM and on Saturday from 8:00 AM to 4:00 PM. Weekly curbside pickup, which goes to the Penacook Incinerator, is performed.

Tires from 15" to heavy equipment tires, with rims and without are accepted for a fee (\$5 -\$25). Propane tanks (\$10), vehicle gas tanks, (\$10) and oil tanks (\$100) are accepted. Refrigerators and air conditioners are \$20 to dispose of, and all other appliances are \$15. Limited recycling for metal, glass, and aluminum is available. The Road Agent provided information for this section.

Equipment Needs

The dumpsters are currently bought second-hand are rusted through and falling apart. New dumpsters should be purchased which will have a longer service life.

Table VII-15
Existing Transfer Station Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
9- 2&3 yard containers	dumpsters	Poor			As needed	\$150 each	

Source: Town Highway Department

Staffing Needs

A part-time employee is needed on Saturdays. Highway Department employees rotate shifts on Saturdays. As development in Town continues, there may be a further need for part-time employees.

Facility Needs

The landfill needs to be capped. New dumpsters (containers) are required. Allenstown currently spends little to dispose of its solid waste as compared to neighboring communities, partly due to the contract with Penacook Incinerator and the lack of a recycling program.

Table VII-16
Comparison of Transfer Station Budget per Capita, 2001

	Population, 2000	Total Budget Expended, 2001	Budget per Capita
Allenstown	4,843	111,000	\$22.92
Bow	7,138	\$642,305	\$89.98
Deerfield	3,678	Not available	Not available
Epsom	4,021	\$169,550	\$42.17
Hooksett	11,721	\$597,962	\$51.02
Pembroke	6,897	\$309,690	\$44.90

Sources: 2001 Town Reports

Department SummaryShort-term needs (2003 to 2008)

- purchase new dumpsters for trash and recyclables
- hire a part-time employee
- cap the landfill

Long-term needs (2008 to 2013)

- recycling program and facility

Recommendations for the Transfer Station

- ? Coordinate with the Town and NH DES to ensure that the landfill is properly capped.
- ? Replace the rusted and breaking dumpsters with new dumpsters.
- ? Hire one or more part-time employees for the Transfer Station.
- ? Enact a recycling program and build a facility with NH DES assistance.

CEMETERIES (HIGHWAY DEPARTMENT)

Technically, the Town has no public cemeteries. Small, old family cemeteries dot the Town and residents currently can use both the old and new St. Jean Cemeteries. Highway Department personnel mow three private cemeteries in the Bear Brook State Park area through perpetual care trust funds. The Road Agent, with a listing of cemeteries from the History and Culture Subcommittee of the Master Plan, provided information for this section.

Table VII-17
Public and Private Cemeteries

Cemetery	Owner	Location
Burgin Family	State	Across from Old Allenstown Meeting House
Cate-Batchelder		Deerfield Road
Batchelder-Hayes	Private	Deerfield Road
Batchelder-Blaisdell		Intersection of Mount Delight Road and Deerfield Road
Clark Burial Ground	State	Pioneer Trail in Bear Brook State Park
Dowst-Allen		Wing Road
Evans-Batchelder		Deerfield Road
Philbrick		Philbrick Road
St. Jean Baptiste (new)	Public	River Road
St. Jean Baptiste (old)	Public	Granite Street Extension
Kenison Corner - west		Corner of Deerfield Road and Podunk
Kenison Corner - east		Corner of Deerfield Road and Podunk – still in use today
Leavitt	State	Podunk Road
Lane-Lear	Private	New Rye Road

Source: History and Culture Subcommittee

Lawn mowers are recycled from the Transfer Station. These are the only pieces of equipment needed to maintain the cemeteries.

Recommendations for Cemeteries

- ? Procure and develop a cemetery location for the Town.

FIRE DEPARTMENT

The Fire Station is located at 1 Ferry Street. The Deputy Chief provided information for this section.

Equipment Needs

Within the next two years, the Fire Department will require a new rescue truck to replace one which will be 19 years old, and a new pumper truck to replace the current one which will be 29 years old.

Table VII-18
Existing Fire Department Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
1951 Dodge Power Wagon	4x4 Forestry	Good		Unknown		\$35,000	5
1952 Dodge Power Wagon	4x4 Forestry	Good		Unknown		\$35,000	5
1960 Reo	6x6 Forestry	Good		Unknown		\$100,000	5
1976 American LaFrance	Pumper	Good		1986	2005	\$300,000	1
1981 American LaFrance	Pumper	Excellent		1981	2009	\$300,000	3
1986 Ford	Rescue Truck	Good		1986	2005		1
1986 Chevy	4x4 Pickup	Good		2002	2010	\$30,000	5
1990 Federal E-One	Pumper	Excellent		1990	2015	\$300,000	5

Source: Allenstown Fire Department; Subcommittee Input

Facility Needs

This new facility has 2,925 square feet available for offices and training rooms on the first floor. The unfinished second floor has an additional 2,925 sf. The garages occupy 5,655 square feet. Within the next five to ten years, the second floor could be finished. Within ten to twenty years, as the rural areas of Allenstown grow, plans could be developed for a combination fire, police, and highway garage.

Calls for service have increased 45% from 1990 (460 calls) to 2001 (669 calls). Between 2000 and 2001, the call volume decreased 2%.

Table VII-19
Fire Department Calls, 1990-2001

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
460	434	411	415	457	476	576	573	529	596	684	669

Source: Allenstown Annual Town Reports

Table VII-20
Comparison of Fire Department Budget per Capita, 2001

	Population, 2000	Total Budget Expended, 2001	Budget per Capita
Allenstown	4,843	\$205,096	\$42.35
Bow	7,138	\$322,196	\$45.14
Deerfield*	3,678	\$24,369	\$6.63
Epsom	4,021	\$212,472	\$52.84
Hooksett	11,721	\$1,479,676	\$126.24
Pembroke**	6,897	\$233,278	\$33.82

Sources: 2000 Town Reports; US Census 2000

** Deerfield is a non-profit chartered Department **Pembroke budget is 2002 data*

In 2001, Allenstown spent \$42.35 per person in fire services. The average of neighboring towns (excluding Deerfield, which is a non-profit charter organization), is \$64.51. The average is higher due to Hooksett's expenditure of \$126.24 per capita. If Hooksett were not included, the average falls to \$43.93. Allenstown, comparatively, is in fair shape with respect to the fire department budget.

Staffing Needs

Currently, the Department has one Deputy Chief, one Captain, four Lieutenants, and seventeen fire fighters, and an open Chief position. Anticipated staffing needs include two additional full-time fire fighters to provide coverage 7 days per week during the days. Ten more part-time members are needed. Few people are filling out applications to join the Fire Department.

Table VII-21
Fire/Rescue Department Wage Comparisons with Area Towns

Town	Starting Wage	Notes
Allenstown	9.56	No volunteer fire fighters; 2 F/T, 23 P/T at \$9.56 - \$15.00 per hour
Bow	12.51	Two F/T fire fighters, various paid call personnel from 7.98 to 10.22 per hour
Deerfield	6.00	Stipend per hour
Epsom	10.50	No volunteer fire fighters; 4 F/T, 20 P/T at \$10.00 per hr
Hooksett	10.97	As of 2002/2003 budget year; no volunteer fire fighters; 28 F/T, no P/T
Pembroke	8.75	50 on-call, no permanent positions

Source: Area Fire Departments, 2002

It is difficult to compare salaries to surrounding towns because they differ in size from Allenstown and their positions vary. Note that few abutting communities are shown because most do not have the salaried personnel on staff.

Fire Department SummaryShort-term needs (2003 to 2008)

- finish the second floor
- hire a Chief for a more attractive salary
- vehicle replacement

Long-term needs (2008 to 2013)

- a substation of all departments to service Bear Brook State Park area
- two additional full-time employees
- assess the salary needs of the Fire Department

Recommendations for the Fire Department

- ? Draft, promote, and implement an apparatus replacement program.
- ? Integrate an ambulance service within the Fire Department.
- ? Procure digital radios for communications with local and state emergency centers.

TRI-TOWN AMBULANCE SERVICE

Tri-Town Ambulance service is a volunteer organization created in 1972 that serves Allentown, Hooksett, and Pembroke. The Town appropriates between \$15,000 to \$20,000 per year towards the service, which is almost fully funded through the billing of insurance companies for services provided. One ambulance is stationed in Hooksett 10 hours per day. The garage is located in Pembroke on Church Street. Tri-Town Ambulance provided some of the information for this section.

Equipment Needs

A need for a second 24-hour truck is projected by 2005.

Table VII-22
Existing Tri-Town Ambulance Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
Ambulance 79A1	ambulance		98,000	1995	2003	\$90,000	1
Ambulance 79A2	ambulance		96,000	1994		\$90,000	1
Ambulance 79A3	ambulance		104,000	1998		\$95,000	1

Source: Tri-Town Ambulance

Facility Needs

A new facility is needed for operations. No funding is currently available for this improvement.

Staffing Needs

No new needs were identified.

Table VII-23
Tri-Town Ambulance Calls in Allentown 1990-2001

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
268	234	225	213	n/a	244	295	330	302	337	424	421
1012	1023	1044	1101	n/a	1141	1289	1333	1256	1345	1586	1682

Source: Tri-Town Ambulance

Tri-Town Ambulance SummaryShort-term needs (2003 to 2008)

- a new ambulance in 2003
- a new ambulance in 2005
- a new ambulance in 2007
- a new facility

Long-term needs (2008 to 2013)

- housing Tri-Town Ambulance at Allentown Fire Department

Recommendations for the Tri-Town Ambulance Service

- ? Encourage cross-coverage between the Fire Department and Tri-Town Ambulance.
- ? House an ambulance at the Fire Department.

POLICE DEPARTMENT

The Police Department is located at 16 School Street, in the Town Hall with the Town Offices. The Police Chief provided information for this section.

Equipment Needs

Cars are replaced yearly, on a rotating basis, to reduce the maintenance costs. Maintenance has dropped to \$7,500 per year. In 2003, a new car will be required.

Table VII-24
Existing Police Department Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
1999 Marked Ford #1	Car	Good	61,812	1999	2003	\$30,000	1
1994 Unmarked Ford #2	Car	Fair	82,172	1994	2004	\$30,000	2
2000 Marked Ford #3	Car	Good	12,470	2000	2006	\$30,000	4
2001 Marked Ford #4	Car	Good	10,078	2001	2007	\$30,000	5
1999 Marked Ford #5	Car	Good	51,079	1999	2005	\$30,000	3
1995 Jeep DARE	Jeep	Good	99,444	2000	2008	\$35,000	6
2002 Unmarked #10	Car	Good	7,029	2002	2009	\$30,000	7
Canon Copy Machine	Copier	Poor	119,339 copies	1990	2004	\$20,000	2

Source: Allenstown Police Department

Summary of Calls for Service

A call for service is any activity warranting police attention, whether a motor vehicle stop, an arrest, roadside assistance, or a dog complaint. Over the past twelve years, the number of calls for service have increased, from 2,136 in 1990 to 14,535 in 2001, 580%.

Table VII-25
Police Department Calls for Service, 1990-2001

1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
2,136	2,487	3,971	4,157	4,381	4,474	4,608	7,475	11,665	10,256	11,883	14,535

Source: Allenstown Annual Town Reports

Table VII-26
Police Department Costs per Call for Service, 2001

	Total Number of Calls, 2001	Total Budget Expended, 2001	Cost per Call
Allenstown	14,535	\$405,081	\$27.87
Bow	9,261	\$841,689	\$90.89
Deerfield	5,644	\$317,576	\$56.27
Epsom	2,422	\$278,729	\$115.08
Hooksett	18,014	\$1,629,781	\$90.47
Pembroke	6,223	\$678,912	\$109.10

Sources: 2001 Town Reports; Police Departments

As indicated in Table VII-26 above, the Allenstown Police Department handles significantly more calls than other neighboring towns' Police Departments (with the exception of Hooksett), and the Allenstown's budget was proportionately lower at a cost of \$27.87 per call for service, versus the high of \$115.08 per call in Epsom. The average cost per call among abutting communities is \$92.36.

Table VII-27
Police Department Calls for Service per Capita, 2001

	Population, 2000	Total Number of Calls, 2001	Calls per Capita
Allenstown	4,843	14,535	3.0
Bow	7,138	9,261	1.3
Deerfield	3,678	5,644	1.5
Epsom	4,021	2,422	0.6
Hooksett	11,721	18,014	1.5
Pembroke	6,897	6,223	0.9

Sources: 2001 Town Reports; Police Departments

Allenstown handles considerably more calls for service than neighboring towns, at a rate of 3.0 calls per capita (per person). The lowest is Epsom at 0.6 calls per capita, and the average of abutting communities is 1.2 calls.

Staffing Needs

The Police Department employs one Chief, two Lieutenants, one Sergeant, and six Officers full-time. In addition, two part-time secretaries, one part-time animal control officer, and two crossing guards round out the staff. The average full-time employee at the Allenstown Police Department stays for eight months. It is anticipated that within one to ten years, a full-time police prosecutor/lawyer, a full-time legal secretary for the prosecutor, a full-time officer to handle juvenile cases, and a full-time officer to be assigned as a detective will be needed.

Table VII-28
Police Department Budget Comparison per Capita, 2001

	Population, 2000	Total Budget Expended, 2001	Budget per Capita
Allenstown	4,843	\$360,535	\$74.44
Bow	7,138	\$841,689	\$117.92
Deerfield	3,678	\$317,576	\$86.34
Epsom	4,021	\$278,729	\$69.32
Hooksett	11,721	\$1,629,781	\$139.05
Pembroke	6,897	\$678,912	\$98.44

Sources: 2001 Town Reports; Police Departments

Allenstown budgets \$74.44 in police service per capita, while all neighboring communities, with the exception of Epsom, allocate more. The average abutting community budget per capita is \$102.21.

Facility Needs

The office area for all employees to share is only 800 square feet. Within the next one to five years, a new building should be located or built to house the Police Department. In addition, a sally port, prison containment area, interview rooms, and a separate holding area for juveniles should be made available.

The office area does not currently meet adequate standards for civilian safety, environmental health, storage, and separation of adults from juveniles.

Police Department SummaryShort-term needs (2003 to 2008)

- new and secure building facility
- cable internet access for Department
- digital radios for communication to other Police Departments
- generator hook-up
- improve air quality within Department
- prosecutor and legal secretary
- off-highway recreational vehicle patrol equipment for proposed ATV trails
- impending increase in ATV trails requires one or more additional officers

Long-term needs (2008 to 2013)

- juvenile case officer
- detective

Recommendations for the Police Department

- ? Pay officers and staff more competitively to lessen the likelihood of turnover.
- ? Procure digital radios for communications to other Police Departments.
- ? Locate the Police Department to a new Police Department building which meets safety and environmental standards.
- ? Establish a Building Committee for the Police and Highway Departments.
- ? Implement a proactive technology replacement program for computers and electronics.

ALLENSTOWN ELEMENTARY SCHOOL

The Elementary School is located at 30 South Main Street. The Allenstown School District provided some information for this section.

Staffing Needs

The School Administrative Unit reports that one Computer Teacher, a part-time Art Teacher, a part-time Music Teacher, and a half-time PE/Health Teacher are currently needed.

Table VII-29
Current Elementary School Staffing Levels

	Number
Professional Staff	34.1
Includes teachers, counselors, health staff, principals	
Support Staff	22.8
Includes assistants, administrative & service staff	
Total	56.9

Source: SAU #53 Superintendent

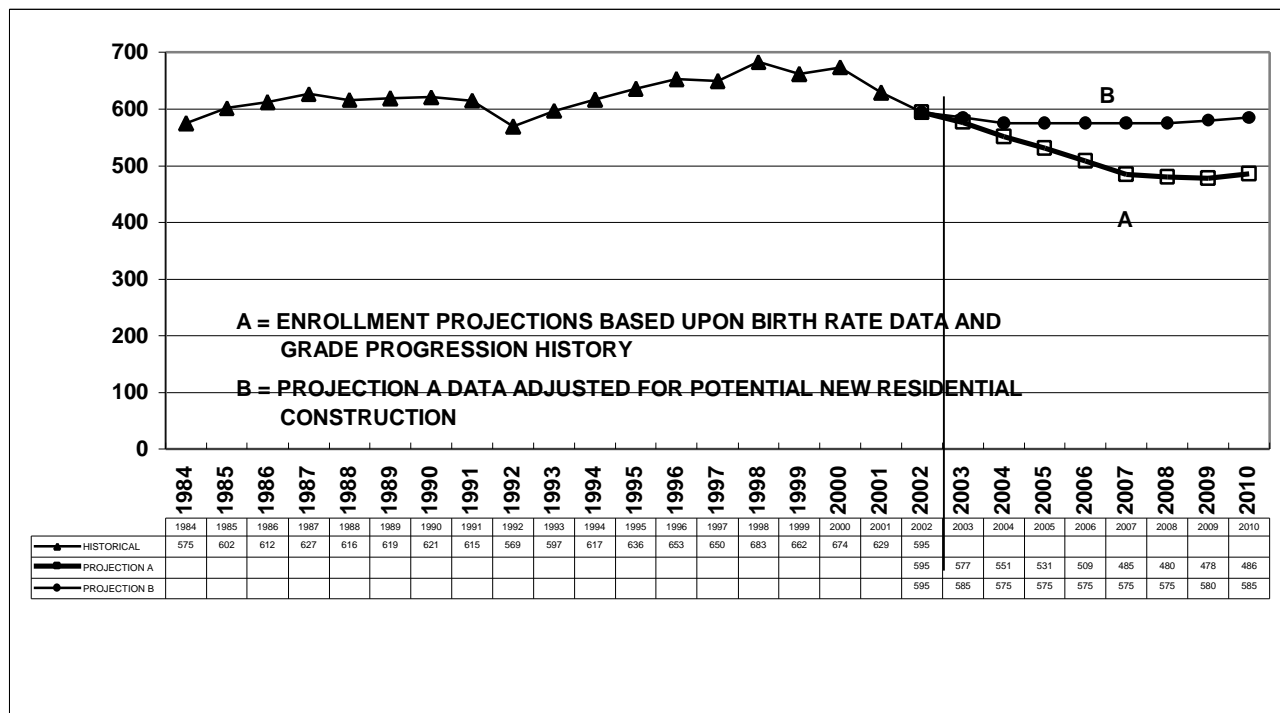
Facility Needs

Currently, the Allenstown Elementary School has 16,827 square feet of instructional space. Offices occupy 396sf, work/conference area is 478 sf, the library is 1,260sf, and the gym/cafeteria is 3,700 sf. For storage, 1,284 sf is available. Outdoors, the playground spans 50,700 sf, the athletic fields are 93,750 sf, and parking occupies 14,760 square feet.

In the short-term, the intent is to increase the instructional space by 9,100 sf and to increase the workable areas of the offices, work/conference area, and storage spaces by reconfiguring existing building space. The parking needs to be increased by 16,400 sf. All other areas are anticipated to be maintained at the current square footage.

The Allenstown School District provided a chart depicting enrollment history and projections at the Elementary School and the Armand Dupont School based upon the current State formulas. Figure VIII-2 shows that a decrease in the number of students by approximately 10% over the next eight years is projected. However, current development trends in the Town indicate a leveling off or slight increase in the number of school age students.

Figure VIII-2
K-8 Enrollment History and Projections, 1984-2010



Source: Allentown School District Superintendent

Allentown Elementary School Summary

Short-term needs (2008 to 2013)

- additional teachers and staffing
- monitor, maintain, and update curriculum
- assessment of salaries
- ensure compliance with federal education guidelines

Long-term needs (2013 to 2023)

- assess need for new computers and technology
- assess need for expanding/updating library
- building and renovation plan
- rectify parking conditions

Recommendations for Allentown Elementary School

- ? Develop and implement a sensible plan for renovating and expanding both schools.
- ? Ensure compliance with federal education guidelines.

ARMAND DUPONT SCHOOL (MIDDLE SCHOOL)

The Middle School is located at 10 School Street. The Allenstown School District provided some information for this section.

Staffing Needs

The School Administrative Unit reports that one Computer Teacher, one Foreign Language Teacher, one Reading Specialist, one Art Teacher, one Music Teacher, one half-time PE/Health Teacher, one Consumer/Family Science Teacher, and one Technical Education Teacher are currently needed.

Table VII-30
Current Armand Dupont School Staffing Levels

	Number
Professional Staff	20.4
Includes teachers, counselors, health staff, principals	
Support Staff	16.8
Includes assistants, administrative & service staff	
Total	37.2

Source: SAU #53 Superintendent

Facility Needs

Instructional classrooms occupy 13,256 square feet of space. The Offices are 787 sf, the work/conference room are 374 sf, the Library is 847 sf, the gym/cafeteria is 5,220 sf, and the storage spaces are 562 sf. Outdoors, the playground occupies 26,362 sf, and parking spans 12,348 sf. There are no athletic fields.

In the short term, the intent is to increase the instructional area by 7,200 sf. The Offices and work/conference area and storage spaces are anticipated to be reconfigured using existing building space to increase usable areas. All other areas are expected to maintain their current square footage.

In the long term, ten to twenty years from now, the school grounds outside the school building should be increased to provide for improved outside play area, more adequate parking areas, and athletic fields for physical education classes and the Middle School athletic program.

Armand Dupont School SummaryShort-term needs (2008 to 2013)

- early intervention drop out program
- additional teachers and staffing
- monitor, maintain, and update curriculum
- assessment of salaries
- ensure compliance with federal education guidelines

Long-term needs (2013 to 2023)

- assess need for new computers and technology
- assess need for expanding/updating library
- building and renovation plan
- rectify parking conditions

Recommendations for the Armand Dupont School

- ? Implement early intervention drop out programs.
- ? Foster a college- and career-minded attitude of students, teachers, parents, and the community.
- ? Implement drug intervention programs.
- ? Develop community service and volunteer programs for students.

CENTRAL SAU OFFICE AND PEMBROKE ACADEMY (HIGH SCHOOL)

The Central Offices of the School Administrative Unit (SAU) #53 are located at 267 Pembroke Street in Pembroke, at Pembroke Academy. There are presently five member districts within SAU #53. The School District provided information for this section.

Equipment Needs

Computers are replaced yearly, but office equipment such as the rizograph and copy machine will be replaced within the next two years and should last for several years.

Table VII-31

Existing Allenstown School District Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
Computer Server – ARD	Computer	Good		2000	2010	\$10,000	1
Computers – ARD	Computers (80)	Fair to Exc		1996-2002	20% per year	\$16,000	1
Printers – ARD	Computers (17)	Fair to Exc		1996-2002	20% per year	\$800	1
Copy Machine – ARD	Office Equipment	Excellent		1999	2005	\$6,000	3
Rizograph - ARD	Office Equipment	Fair to Poor		1994	2004	\$7,000	2
Floor Stripper – ARD	Maintenance	Good		1995	2008	\$7,000	5
Computers – AES	Computers (63)	Fair to Exc		1996-2002	20% per year	\$12,600	1
Printers – AES	Computer (20)	Fair to Exc		1996-2002	20% per year	\$800	1
Copy Machines – AES	Office Equipment (2)	Excellent		1999	2005	\$12,000	3
Rizograph – AES	Office Equipment	Fair to Poor		1994	2003	\$7,000	5
Floor Stripper – AES	Maintenance	Good		1995	2008	\$7,000	5
Kiln – AES	Instructional Equipment	Good		1999		\$5,000	5
Playground – AES	Recreational Equipment	Excellent		2001		\$50,000	5

Source: SAU #53 Superintendent

Staffing Needs

The staffing figures represent the estimated counts of staff applied to servicing the Allenstown School District. It is anticipated that within five to ten years, there needs to be an increase in Technical Support by nine percent (9%).

Table VII-32

Current SAU Staffing Levels

	Number
Professional Staff	1.5
Includes administrators, directors, superintendents	
Support Staff	1.7
Includes assistants, administrative staff	
Total	3.2

Source: SAU #53 Superintendent

Facility and Overall Future Needs

Within ten to twenty years, the Central Office of SAU #53 and Pembroke Academy are predicated upon the outcome of two issues currently under study. These issues are 1) steps now being pursued in an attempt to build a structure to accommodate high school students from the Town of Deerfield and 2) analysis of the future 9-12 student populations of Allenstown, Chichester, Epsom, and Pembroke. Implications of these two issues are described below:

- 1) If the Town of Deerfield were to build a cooperative school, depending upon what other School Districts were included and the decisions made by the new cooperative district, SAU #53 could lose one of its current member districts resulting in a need for reorganization and redistribution of operating costs between four rather than the present five districts.
- 2) If future long-term 9-12 student populations of the current four Pembroke Academy AREA districts will significantly exceed a 1,000 student total, the AREA will need to decide appropriate actions to address new space needs. Building another addition to the present PA structure is an option. However, reservations have already been registered within Pembroke, the receiving district, regarding a high school size exceeding the current 1000 students. Alternatives to adding on to the PA building include one or more districts seeking to tuition 9-12 students at other high schools, or the building of a new high school by one or more of the current AREA districts. All options have significant financial implications for all four current AREA districts and may introduce additional requirement for SAU reorganization with its own accompanying financial implications.

There are no anticipated short-term needs or deficiencies requiring attention.

Recommendations for the SAU/Pembroke Academy

- ? Foster a college- and career-minded attitude of students, teachers, parents, and the community.
- ? Encourage the School Board to take a more proactive role in overseeing and managing the Allenstown School System.
- ? Provide bussing for Pembroke Academy students from the Town of Allenstown.
- ? Implement early intervention drop out programs.
- ? Implement drug intervention programs.
- ? Institute a voucher program study commissioned for grades 9-12.
- ? Coordinate with other SAU towns to seek representation on the Pembroke Academy School Board.

PUBLIC LIBRARY

The library is located at 59 Main Street. The Allenstown Librarian provided information for this section.

Equipment Needs

The printer will need to be replaced within the next year.

Table VII-33
Existing Library Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
Computer	KDS	Fair		2001			
Copier	MITA DC1205			1992			
Typewriter	IBM Electric II	Very Good		1996			
Printer	very old	Fair					

Source: Allenstown Public Library Librarian

Staffing Needs

A Librarian, Assistant Librarian, and an Assistant staff the library. Within the next five to ten years, a fourth person would be needed to more efficiently organize and run the library.

Facility Needs

The facility comprises 1,788 square feet.

Within the next five to ten years, more office space will be needed, especially for computers. Within ten to twenty years, an extension of the library onto the back lot may be necessary.

Table VII-34
Library Circulation, 1997-2002

	Circulation	Magazines
1997	4,138	1,048
1998	3,751	1,097
1999	3,644	250
2000	3,672	570
2001	2,803	431
2002*	2,576	281

Source: Allenstown Town Librarian*2002 through October

From a high of 4,138 in 1997 to a low of 2,576, circulation of books has decreased 38% over the past six years. Magazine circulation has decreased 73% during the same time span.

Table VII-35
Library Budget, 1997-2001

	Budget	Per Capita Spending (based on 2000 population of 4843)
1997	\$31,181	\$6.44
1998	\$34,333	\$7.09
1999	\$36,177	\$7.47
2000	\$36,177	\$7.47
2001	\$40,935	\$8.45

Source: Allenstown Town Annual Reports

The library budget has increased to \$8.45 per capita in 2001 from \$6.44 in 1997, a 31% increase over this time period.

Public Library Summary

Short-term needs (2003 to 2008)

- upgrade technology and provide public computers for internet access
- computerize the inventory of publications
- hire fourth person in 2003
- purchase new printer for the computer

Long-term needs (2008 to 2013)

- expansion of library

Recommendations for the Allenstown Public Library

- ? Provide public computers for internet access and research.
- ? Computerize the inventory of publications available for loan.
- ? Assess the need for library expansion.

WASTEWATER DEPARTMENT

The Wastewater Department maintains the public sewer collection system for the Town of Allenstown. In addition, wastewater treatment services are provided for both the Town of Allenstown and the Town of Pembroke, at the Suncook Wastewater Treatment Facility. User fees provide operating revenue for the department. The Wastewater Treatment Facility is located at 36 Canal Street. Business hours are 7:00 AM – 3:30 PM. The Superintendent of the Suncook Wastewater Treatment Facility provided information for this section.

Equipment Needs

Some expensive purchases will need to be made within the next few years in order to keep the facility running properly. They include much of the process equipment listed below.

Table VII-36
Existing Wastewater Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
Tractor w snow blower	Utility	Fair	631 Hrs.	1985	2007	\$10,000	5
1996 Pickup Truck	Vehicle	Good	91312 Mi.	1996	2005	\$25,000	4
1986 1-Ton Dump Truck	Vehicle	Poor	39506 Mi.	1986	2004	\$35,000	1
1976 International	Vehicle	Poor	11000 Mi.	1976	Need Undetermined	\$70,000	5
Emergency Power Generators	Utility	Good	2000 Hrs	1977	Undetermined	\$250,000	5
Sewage Pumps	Process	Good-Poor	100-200,000 Hrs.	1977-2002	Varies	\$225,000	1
Grinders	Process	Fair	720-61,320 Hrs.	1996-2002	Varies	\$6,000-\$10,000	1
Blowers	Process	Good	227,760 Hrs.	1977	Varies	\$180,000	2
Belt Filter Press	Process	Fair	7,280 Hrs.	1996	2016	\$165,000	2
Grit Removal Equipment	Process	Poor	227,760 Hrs.	1977	2008	\$140,000	1
Alarm System	Process	Good	78,840 Hrs.	1994	2014	\$10,000	1
Equipment Hoists	Operations	Fair	3300 Hrs.	1977-1986	Varies	\$28,000	3
Fire Alarm System	Operations	Fair	166,440 Hrs.	1986	Undetermined	\$10,000	1
Electrical Drives	Process	Good	236,520 Hrs.	1994-1999	Varies	\$96,000	1
Motors and Equipment	Process	Varies	2,187,360 Hrs.	Varies	Varies	\$45,000	1
MCC Panels & Transfer Switches	Process	Fair	227,760 Hrs.	1977	Varies	\$165,000	1
Lab Equipment	Operations	Fair	N/A	1977-2002	Varies	\$53,000	1

Chlorination Equipment	Process	Fair	35,040 Hrs.	1999	Varies	\$22,000	1
Air Compressor	Process	Fair	28,470 Hrs.	1977	2008	\$5,000	1
Plant Instrumentation	Process	Fair	Varies	1977-2002	Varies	\$68,000	1
Fuel Storage Facility	Operations	Fair	N/A	1995	2020	\$26,000	3
Plant Boiler	Heating	Fair	37,440 Hrs.	1977	2010	\$30,000	1
Plant Computers	Data Processing	Poor	N/A	1990-1998	Varies	\$8,000	2
Copiers	Office	Fair	N/A	1996-1998	Varies	\$3,000	3

Source: Suncook Wastewater Treatment Facility

Staffing Needs

The Wastewater Department currently employs one Superintendent, one operator, one mechanic, two laborers, and one part time secretary. It is anticipated to hire an Assistant Superintendent within the next year.

Facility Needs

Wastewater facilities are designed and constructed to treat a specific volume of wastewater. These facilities are also designed with a predetermined useful life. As plants age and flow increases, plant replacement, improvements, and expansion become necessary. Currently identified areas requiring attention include: increased clarification capacity, screenings removal system, and modernization of processes and control systems.

Wastewater Department Summary

Short term needs (2003 to 2008)

- development of long-term facility plan
- hire an Assistant Superintendent
- replacement of older vehicles
- develop an odor control program
- develop a sound biosolids processing and disposal program
- compliance with upcoming Federal and State regulations (CMOM / GASB34)
- adoption of intermunicipal agreement with Town of Pembroke

Long term needs (2008 to 2013)

- implementation of completed facility plan
- elimination of Suncook Pond sewer crossing

Recommendations for the Wastewater Department

- ? Find a method for safe and effective disposal of biosolids.
- ? Address future plant expansion.
- ? Upgrade information technology systems.
- ? Increase capital reserves to provide funding for future projects.

PEMBROKE WATER WORKS

The office of the Water Works is located at 212 Main Street in Pembroke. Wells and tanks are situated in both Pembroke and Allenstown. The Water Works, as a utility, are described in more detail in the UTILITIES section of the Chapter.

SUNCOOK POST OFFICE

Located at 55 Glass Street, the post office carries the 03275 zip code which Allenstown shares with Pembroke. Small and personal, residents feel that the post office provides good service. The Postmaster of the Suncook Post Office provided information for this section.

Staffing Needs

The Post Office currently employs five clerks, eight city carriers, five rural carriers, one SRIR, and one Post Master.

Facility Needs

The interior runs approximately 3,000 square feet and the warehouse is approximately 11,000 square feet. Within the next 10 to 20 years, a new office is anticipated.

Post Office Summary**Short-term needs (2003 to 2008)**

- more parking for patrons

Long-term needs (2008 to 2013)

- a new facility in Allenstown

Recommendations for the Post Office

- ? Encourage that a larger facility with adequate parking be located in Allenstown.

RECREATIONAL FACILITIES

An important component to a high quality of life, recreation provides a much-needed means of stress reduction and physical well-being. Recreation facilities also provide residents with a place to interact and create a sense of community that is beneficial to residents of all ages. In recent years, numerous studies have identified that recreational facilities and programs give children and teenagers a place to go, thereby reducing delinquent activity by those sectors of the population.

RECREATION CENTER

The Recreation Center is located on Whitten Street. The Recreation Commission and the Allenstown Police Department are working closely with non-profit groups to open the Center and implement various programs within the community. Discussions have begun with the Concord Boys and Girls Club and the YMCA. The Big Brother and Big Sister Programs have received funds specifically to work in Allenstown. The Commission will be encouraging the program to operate out of the Whitten Street Recreation Center. The Recreation Commission and recreation providers provided the information for this section.

Equipment Needs

At this time, there are no immediate equipment needs for the Recreation Center.

Table VII-37
Existing Recreation Center Equipment

Name of Equipment	Type of Equipment	Condition	Number of Miles or Hours	Year Acquired	Anticipated Replacement Year	Estimated Replacement Cost	Priority
1992 Concession Trailer	Portable trailer	Good		1997	---	---	
1999 Riding Mower	Mower with trailer	Excellent		1999	2007	\$3,500	high
Computers (purchased)	Computers	Excellent		2001			
Computers (donated)	Computers	Fair		2000	----	\$10,000	low

Source: Recreation Center Volunteers

Staffing Needs

In the near future, it is anticipated that the Recreation Committee will be taking over the summer recreation program run by Renaissance. It needs to be planned for in terms of dollars and staffing. Negotiations are underway for the Concord Boys & Girls Club to run the Recreation Center.

If the negotiations with the Boys and Girls Club are unsuccessful, a part-time or full-time Recreation Director is needed to keep the Center open. Part-time positions or volunteer positions are required to help with staffing.

Facility Needs

The manufactured building is roughly 28x80, or 2,240 square feet. The interior boasts pool tables, computers, air hockey, foosball, and board games. Outside, there is a skateboard park, basketball court, swing set, and volleyball court. Renovations and repairs should be undertaken to the indoor center and outdoor recreational courts.

EXISTING RECREATIONAL RESOURCES

Recreation opportunities are delivered to residents through a variety of organizations and businesses in the community.

Town Owned / Recreation Committee Maintained Facilities**Whitten Street Park**

This park is situated at the Recreation Center on Whitten Street. A skateboard park, basketball court, swing set, and volleyball court are available to children and adults.

Blueberry Park

Blueberry Park is located on Main Street in front of the Town Hall. A gazebo, spacious lawns, and benches beckon residents to relax and picnic.

Volunteers Park

The Town of Allenstown entered into an agreement with St. Jerome Amelian (aka Pine Haven Boys Center) in 1998. The agreement set forth and agreed upon was that Pine Haven would lease to the Town of Allenstown a tract of land for 20 years for \$1 per year. The proposal from the Town as that there was a desperate need in both Allenstown and Pembroke for ball fields. The current plan calls for the Town to build three fields. One field will be for soccer and two for baseball./softball. The project was started in 2002 by the National Guard but has subsequently stopped with the possibility of war in Iraq.

As of October 30, 2002, new avenues are being explored to have the fields completed. We have made the news recently, and at this time are now talking with Keyspan, Advanced Excavating and Paving Inc, and PSNH who have offered their community support. Other businesses have shown interest in assisting. The Town has also published bid specifications to attract contractors who may be interested in completing the project.

Summer Program 2002

From June 24, 2002 through August 23, 2002 the Renaissance Project in conjunction with Allenstown Park & Recreation ran a summer day camp open to all residents of Allenstown with children in grades 1-8. During the nine-week program 69 different Allentown children attended the camp. The camp ran amended program hours from 7:30 am - 6:00 pm, and recreation hours from 9:00 am 3:00 pm. The activities included 46 trips to various locations including 30 visits to state parks (Ellacoya, Odiorne Point, Sunapee, Greenfield, Hampton State Beach, Clough, Kingston, Wellington, Pawtuckaway, Wallis Sands), 4 visits to plays at the Concord Center for Performing Arts, 8 special trips (Flume, Roller Skating, Bowling, SEE Museum, Indian Museum, the movies. Stone Zoo, and the Woodward Institute), and 4 canoeing trips along the Merrimack River.

All programming focused on seven key elements, developing independence increasing self-esteem, learning to become a part of a community, teaching healthy habits of fun, providing an environment in which children could be themselves, children learning social interaction skills and making new friends, and providing an opportunity for all student to become life long learners,

Developing Independence

Campers were encouraged to think for themselves and make their own decisions. Counselors were always around to offer encouragement, suggestions, and guide our campers in making the best possible choices.

Increasing Self-Esteem

Counselors served both as role models and cheerleaders as the campers took risks, set goals, and tried new activities and challenges.

Learning to Become a Part of a Community

Campers learned how to work as part of a camp community. They developed mini cultures in their groups and worked in large group settings. In addition to becoming a member of the camp community they learned to interact with members of Pembroke therefore making camp a true concept of "Bridging Community". Campers also learned about greater NH through various trips to state parks, museums, and throughout the towns of Allenstown and Pembroke.

Teaching Healthy Habits of Fun

Campers came to camp to have fun. Fun is being silly with a friend, participating in various activities, swimming, etc. The entire time the campers were having fun they were learning healthy habits on how to become productive members of society. All of the games and activities performed at camp were carefully chosen so they could be played at home with parents, friends, and siblings.

Children Learning to Become Themselves

There were no social pressures at camp, only encouragement and positive reinforcement. Campers were encouraged to be the best that he or she can be. They were encouraged to develop and strengthen the unique qualities that make them the unique individuals that they are.

Making New Friends

Making friends is one of the easiest things to do at camp. All campers were treated equally regardless of their situation. This created an environment in which all campers are surrounded by other kids of the same age from all over the community.

Creating a Learning Environment

All campers had the options and opportunities to experience over 40+ activities. All campers had the opportunity to develop the social skills required to become a competent adult. All campers learned, developed, created, discovered, and encountered so many new things and adventures that without going to summer camp, he or she would have missed out on the chance of a lifetime.

Other Recreational Resources

In addition to the community-sponsored parks, facilities and programs, numerous non-profit and private for-profit groups strive to provide recreational sites and services to residents of Allentown and its visitors.

Table VII-38
Non-Profit and For-Profit
Recreational Resources in Allentown

Type of Resource	Name
Non-Profit	Pine Haven Fields
	Bear Brook State Park
	Allentown Revitalization Association
	Suncook Little League
	Suncook Soccer Association
	Suncook Hockey
	Boy Scouts
	Cub Scouts #97
	Girl Scouts
	Pop Warner Football
For-Profit	Twin Oaks Campground
	Master Gelo's Kenpo Karate
	Curves for Women

Source: Subcommittee Input

REVIEW OF RECREATIONAL FISCAL RESOURCES

Over the past thirteen years, the Recreation Budget has fluctuated from a low of \$6,200 in 1997 and 1998 to a high of \$36,820 in 2001. The overall increase from 1990 to 2002 is 125%.

Table VII-39
Recreation Budget Allocations, 1990 – 2002

Year	Recreation Committee Budget	Total Town Budget	Recreation as % of Total Budget
1990	13,300	\$2,087,543	0.6%
1991	13,300	\$2,201,649	0.6%
1992	12,600	\$2,115,573	0.6%
1993	7,300	\$2,313,640	0.3%
1994	9,300	\$2,352,666	0.4%
1995	8,200	\$2,336,798	0.4%
1996	8,200	\$2,898,246	0.3%
1997	6,200	\$2,253,458	0.3%
1998	6,200	\$2,202,956	0.3%
1999	10,770	\$2,346,936	0.5%
2000	17,570	\$2,338,319	0.8%
2001	36,820	\$2,515,982	1.5%
2002	30,000	\$2,778,484	1.08%

Source: Allentown Annual Reports, 1992-2001

Allenstown spent, in 2000, a total of \$3.63 per capita (per person) on recreation. In 2002, \$30,000 was budgeted for the year and, if this number is applied to the 2000 census population of 4,843, which results in \$6.19 per capita.

Table VII-40
Recreation Expenditures per Capita, 1990 vs 2000

Year	Recreation Department Budget	Population (Census)	Expenditure per Capita
1990	13,300	4,649	\$2.86
2000	17,570	4,843	\$3.63

Sources: 1990 US Census STF1A (P1); 2000 US Census; Town Reports

According to comparisons to available figures from neighboring communities in Table VII-41, Allenstown's recreation budget is low.

Table VII-41
Recreation Budget Comparison per Capita, 2001

	Population, 2000	Total Budget Expended, 2001	Budget per Capita
Allenstown	4,843	\$36,820	\$7.60
Bow	7,138	\$340,886	\$47.76
Deerfield	3,678	Not available	n/a
Epsom	4,021	\$14,594	\$3.63
Hooksett	11,721	Not available	n/a
Pembroke	6,897	\$60,550	\$8.78

Sources: 2001 Town Reports

Recreation Department Summary

Short-term needs (2003 to 2008)

- open the recreation center
- repair the facility – roofing, fencing, court repair, new carpeting
- increase volunteerism from community
- finish Volunteers Park
- complete improvements to the Rec Center

Long-term needs (2008 to 2013)

- develop and maintain parks and recreation areas

Recommendations for Recreation Department

- ? Provide additional recreational opportunities and programs for adults and seniors.
- ? Promote public relations and educational opportunities such as parenting classes and community education.
- ? Encourage strategic partnerships with non-profit groups and organizations that will provide community enrichment programs.
- ? Work closely with the school system to provide early intervention drop out and drug prevention programs.
- ? Seek a fee reduction for Allenstown residents to access Bear Brook State Park.
- ? Locate grants for more recreational programs to offer to Allenstown residents.
- ? Engage in fundraising activities to acquire funding for activities and programs.

ALLENSTOWN'S RECREATION FACILITIES AND PROFESSIONAL PLANNING GUIDELINES

It is important that all segments of the population are afforded the opportunity to participate in a variety of recreational programs and experiences. In an effort to better assist communities in understanding what basic levels of recreational programs and facilities are appropriate, guidelines have been developed by several professional recreation associations and planning organizations throughout the country. Standards used in this Chapter are general guidelines and commonly accepted standards published by recreation and planning professionals throughout New England for a community of 2,500 to 5,000 residents.

The following is a summary of existing recreational facilities in Allenstown as compared with commonly accepted facility standards.

Indoor Recreational Facilities

Indoor recreational facilities are important to communities as they afford sheltered recreational opportunities to residents all year. Such facilities provide important places for year-round social interaction that helps to foster a sense of community. Table VII-42 details suggested guidelines for indoor recreational facilities for a community with a population similar to that of Allenstown. Notably, use of these standards indicates Allenstown should currently provide both a senior center and teen center and associated programs for each.

Table VII-42
Comparison of Indoor Facilities, Allenstown NH to Suggested Standards

Indoor Facilities	Suggested Number of Indoor Facilities For Populations of 2,500 to 5,000	Current Facilities, Population 4,843 (2000)	Location of Facility
School Facilities Available For Public Use	1	AES and ARD - (very difficult to procure)	Main Street and School Street
Gym or Large Multi-Use Room	1	AES and ARD - (very difficult to procure)	Main Street and School Street
Auditorium or Assembly Hall	1	St. Jean's Rec Center – (Private)	Main Street
Art and Crafts Facilities	1	Rec Center	Whitten Street
Teen Center	1	Rec Center	Whitten Street
Senior Citizen Center	1	St. Jean's Parish Center	School Street
Public Library	1	1	Main Street

Source: Facility Guidelines, Maine SPO, Office of Comprehensive Land Use Planning, Dept of Economic and Community Development, 1989; Subcommittee Input

Outdoor Recreational Facilities

Like indoor recreational facilities, out door recreational facilities are also very important to communities as they also provide a place to interact. Based upon the standards outlined in Table VII-43, the Allenstown should consider developing the following amenities:

Table VII-43
Comparison of Outdoor Facilities, Allenstown NH to Suggested Standards

Outdoor Recreational Facility Guidelines	Facility Standard per 1,000 Population	Suggested Recreational Facilities for Allenstown 2000, Population 4,843	Inventory of Existing Facilities in Allenstown 2000	Existing Need, 2000	Anticipated Need in 2010, Population 5,378
Community Recreation Facility, 12 - 25 acres in size, in a centralized location with ball fields, tennis courts, etc.	At least 1	3	0	None	Nothing proposed
Community Park, 100 + acres, largely undeveloped with walking & cross country ski trails	At least 1	3	0	Have Bear Brook State Park	No
Baseball Field (90 Ft. Base lines)	0.16	1	2 at LaVoie (School)	1 at Volunteers Park	No
Softball / Little League Fields	0.75	3	0	1 at Volunteers Park	No
Basketball Courts	0.5	2	1 (Whitten Park)		No
Tennis Courts	0.67	3	0		No
Multi-purpose Field for Soccer, Football, and Field Hockey	0.5	2	1 coming soon at Volunteers Park	Volunteers Park	No
Swimming Area to serve 5% of population (15 sq. ft. / person)	750 square feet to serve 50 people	2760 square feet to serve 184 people	No	No	No
Ice Skating Facility	5,000 Sq. Ft. / 1,000 Population	18500 Sq. Ft. Rink	No	No	Yes
Play Grounds - Tot Lots (General)	0.5	2	No	No	No
Horse Shoe Court	At least 1	1	No	No	1 at Rec Center
Shuffle Board Court	At least 1	1	No	No	No
Picnic Area equipped with tables and grills	2 Tables / 1,000 population	At least 1 facility with 7 tables	1 – Rec Center, 1 – BBSP (no grills at either)	No	1

Sources: *Facilities Guidelines, Maine SPO, Office of Comprehensive Land Use Planning, Dept of Economic and Community Development, 1989; Subcommittee Input*

Bear Brook State Park is the predominant recreational facility in Allenstown. When the Park is open (Memorial Day to June 15 weekends only, June 16 to Labor Day, and Labor Day to Columbus Day weekends only), residents must pay to use the Park. In winter, the Bear Brook State Park is closed and it can be freely used for winter activities.

Recreation Administration and Staffing

In addition to guidelines regarding the various types of recreational facilities a community should provide, staffing and programming guidelines have also been published. As recommended by these commonly accepted levels, Allenstown currently provides a Recreation Center and shared facilities between Schools and the Town. However, based on the standards described in Table VII-44, Allenstown should consider providing the following opportunities.

Table VII-44
Comparison of Suggested Municipal Recreational Guidelines to
Existing Municipally Operated Programs in Allenstown, New Hampshire

	Suggested Number of Facilities For Populations of 2,500 to 5,000	Current Allenstown Facilities, Population 4,843 (2000)	Notes
ADMINISTRATION			
Recreation or Park Board	Yes	1	Commission
Park and Rec. Committee	Yes	1	Advisory Only, Boys & Girls Club coming
Combined School and Town Program	Yes	0	
STAFFING			
Summer Programs			
Swimming Instructor	Yes	0	
Summer Rec. Director	Yes	1	Have staffing for summer programs
Winter Programs			
Skating Rink Supervisors	1	0	
Program Supervisor (as needed)	1	0	
Year Round Programs			
Full-time Recreation Director	1	0	
Full-time Staff Person	1	0	
Part-time Program Specialists (as needed)	Yes	0	
Other Programs			
Swimming Lessons	Yes	0	
Supervised Play Ground Programs	Yes	1	Volunteer, weekly for playgroups
Senior Citizen Club / Center	Yes	1	Private
Teen Program	Yes	0	
Skiing Club	Yes	0	
Ice Skating	Yes	0	
Special Community Events	Yes	1	ARA = Halloween, Easter, senior lunch
Adult Recreation Program	Yes	0	
Dance Program / Lessons	Yes	0	
Day Camp Program for Young Children	Yes	1	Summer Renaissance program

*Source: Facilities Guidelines, Maine SPO, Office of Comprehensive Land Use Planning,
Dept of Economic and Community Development, 1989.*

LAND REQUIREMENTS FOR SELECTED RECREATIONAL FACILITIES

Availability of suitable land is a crucial component for expanding community recreational facilities. Table VII-45 summarizes land requirements for the construction of selected outdoor recreational facilities. Please note that the minimum lot area does not include land for off-street parking, restrooms, or other facilities commonly associated with outdoor recreational amenities.

Table VII-45
Land Area Requirements for Selected Outdoor Recreational Facilities

Type of Facility	Recommended Minimum Lot Area
Basketball Court	5,040 Square Feet
Handball Court	800 Square Feet
Tennis Court (Single Court)	7,200 Square Feet
Tennis Court (2 Courts)	12,240 Square Feet
Volleyball Court	4,000 Square Feet
Baseball Diamond (Babe Ruth League)	3 to 3.85 Acres
Horseshoe Pit	1,400 Square Feet
Ice Hockey Rink	22,000 Square Feet
Soccer (Adult)	1.7 to 2.1 Acres
Soccer (Children's)	.8 to 1.4 Acres
Softball Field	1.5 to 2 Acres
Touch / Flag Football	41,200 Square Feet
Multi-purpose fields	Minimum area determined by type and number of facilities

Source: NH Office of State Planning, "Design Standards for Recreational Facilities", 1997

TOWN-OWNED PROPERTY SUITABLE FOR FUTURE RECREATIONAL FACILITIES

Underutilized or vacant municipally-owned property can sometimes be used to expand recreational opportunities for residents of the community.

Table VII-46
Possible Future Recreational Uses of Town-Owned Property

Map / Lot	Location	Acres	Existing Use	Potential Use
406-13	East of Holmesboro Road, abuts BBSP	71		Trail
402-109	Dowst Road	43		Park, ballfield
402-115	Pauper Road	4		Park, ballfield
402-116	Pauper Road	9		Park, ballfield
407-39	Dodge Road	15	Allentown Town Forest	Landlocked; trail
409-5	Pinewood Drive	2		Suncook River access
410-23	Holmesboro Road	8		Parking area for BBSP trail access
410-25	Old Quarry Road	5		Landlocked
410-35	East of Old Quarry Road	25		Landlocked
410-32	East of Old Quarry Road	9		Landlocked
410-29	East of Granite Street	15		Landlocked

Sources: Assessor's Index, 2001

Future Recreation Facilities Needs SummaryShort-term needs (2003 to 2008)

- courts, fields, property
- finish the ballfields

Long-term needs (2008 to 2013))

- expanded facilities for seniors
- basketball and tennis courts
- skating rink

Recommendations for Recreation Facilities in Allenstown

- ? Seek grants for community development and improvement.
- ? Continue emphasis on delivering programs and services that provide a healthy outlet for all residents.
- ? Hire a Parks and Recreation Department Head.
- ? Continue to improve or expand recreational facilities (such as the Recreation Center, ballfields, swimming access, etc).

SOURCES FOR FINANCING FACILITY NEEDS AND IMPROVEMENTS**Impact Fees**

The purpose of an impact fee ordinance is to collect funds from new development to help offset extra infrastructure needs associated with new development. In addition to financing new school additions and roadway projects, impact fees could also be collected to help pay for new recreational facilities. The impact fee ordinance would need to be adopted via Town Meeting ballot. In the near future, the Planning Board could explore creating a set impact fee schedule for recreational needs created by new development. Impact fees can only be implemented after a Capital Improvements Program is prepared.

User Fees

During the 1980s, the concept of user fees for the funding of numerous public facilities and services were widely adopted throughout the nation. Several communities in New Hampshire help finance community facilities and programs through the adoption of user fees. Examples of user fees in New Hampshire include water district charges and transfer station fees.

License and Permit Fees

Fees, such as building permit, zoning application, and planning board subdivision and site plan fees, are all examples of permit fees. Such fees are highly equitable and are successful for minimizing the burden on taxpayers for specific programs such as building code enforcement.

Grants-in-Aid

New Hampshire communities are eligible for various grants-in-aid for financing school construction and improvements. Examples include:

- ? Foundation Aid to help schools provide minimum education
- ? Building Aid
- ? Handicap Education Aid
- ? Area Vocational School Tuition and Transportation Aid
- ? Sweepstakes Aid
- ? Nutrition Grants
- ? Driver Education

Community Development Block Grants

Depending on the location, social value, and functional use of a community facility, Community Development Block Grants (CDBG) can sometimes be a good source of financing. CDBG funds are allocated from the US Department of Housing and Urban Development and, in New Hampshire, are administered by the Office of State Planning. Each year, communities are invited to submit grant applications for funding of projects. Examples of projects funded by the CDBG program include Community Centers for the Towns of Pittsfield and Bradford. In 1999, New Hampshire received over 10 million dollars in CDBG funds that, through the grant process, were allocated to communities across the State.

Sale of Surplus Town Property and Land

Sale of town-owned property is another viable option for raising funds to pay for new community facilities. Parcels that should be liquidated include those that have no significant conservation or cultural value, or limited potential for future facilities.

Capital Reserve Funds

Capital reserve funds are similar to savings accounts, as they allow the Town to contribute money to a specific account for the purpose of purchasing or defraying the cost of significant items such as school additions, highway equipment, fire trucks, municipal facilities.

Bonds

Bonding is a popular method of raising revenue to construct or purchase Town equipment and facilities. Though viable, the Town should avoid encumbering too much debt, as it can limit the ability of the Town to purchase future, unidentified needs.

Private Foundations / Trusts

For years, communities have been the beneficiaries of trusts and donations created by private citizens and foundations. The Town should actively solicit such resources for assistance regarding the development or expansion of recreational facilities and programs.

TEA-21 Recreational Trails Program

A federal program administered in New Hampshire by the Department of Resources and Economic Development, Trails Bureau, funding is derived from the Federal Gas Tax. Annually, communities submit competitive grant applications for funds. Grant amounts are limited to a maximum of \$20,000 and require an “in-kind” community match of 20% of the grant amount. Acceptable forms of matching contributions include cash, materials, labor, and in-kind services. Projects eligible for this funding include trails for both motorized and non-motorized use. In 1999, New Hampshire received a total of \$472,741 for this program.

Town Appropriations

In addition to grants, community groups can also seek appropriations through the annual budget process to pay for the expansion of recreational or community facilities.

Regional Co-ops

Another option for defraying the cost of developing recreational facilities is co-ops among local communities in the region. Used for years for water, sewer, and solid waste facilities, co-ops among communities are rarely employed for recreational facilities. Allenstown should explore the possibility of creating a co-op with Penacook, Salisbury, and Webster to construct and staff recreational facilities.

Volunteers

Allenstown should continue to seek the help of volunteers and publicly recognize their efforts.

UTILITIES

Utilities are also essential services that are delivered to residents through private companies. Population, density, and usage are driving forces which determine the level of services a municipality requires. This section will examine the current conditions of the utilities in Allenstown and propose measures to enhance or expand services if necessary. Selected Town utilities are depicted on the *Utilities Map*.

TELEPHONE SERVICE

Basic landline telephone service is an important part of everyday life. It has evolved over the past 60 years from mechanical switching centers and a fragmented network with party lines to digital switching systems and fiber optic networks. Universal service, once a distant vision, is now a reality. Telephone companies now offer wireless services, internet access, satellite television, and digital subscriber services (DSL) to many of their customers.

The 1996 Telecommunications Act has and will continue to have a profound impact on telecommunications services. The long distance service market was the first to be affected by the Telecommunications Act. Competition has reduced the price of long distance calls from twenty cents a minute to less than seven cents a minute. The Federal Communications Commission has been reducing access charges on long distance calls by regional phone companies. Long distance charges have been used in the past to subsidize local telephone line charges. This means that local telephone rates could increase to reflect actual costs as competition drives long distance charges out of the rate base. Regional telephone companies will be allowed to enter both the long distance telephone and cable television markets in the near future. All of these changes seem positive on the surface but the underlying consequences may have an impact on our lives in the next decade.

Verizon Telephone Company

Verizon Telephone Company provides service to homes and businesses from this point southerly. Verizon is the newly formed company as a result of the recent Nynex and Bell Atlantic merger. This is the fourth name change for the local telephone company since the break up of AT&T in 1982. Resulting from the merger of Nynex and Bell Atlantic is a more vigorous company, poised to compete with cable television, computer companies, and satellite networks, and is able to deliver increased and better service to New Hampshire and Allenstown residents. Regular service (no cable or DSL) is available in Allenstown.

AT&T Broadband

AT&T provides long distance and regular telephone service to residents. In addition, broadband internet services are available throughout Town.

INTERNET

AT&T Broadband is the primary local internet provider in Allenstown. Residents can choose their own providers, including nation-wide carriers. The internet revolution is changing the way people communicate with the world and even small communities such as Allenstown are affected. The Town has a website which helps to educate and inform residents about current activities and for hosting public announcements. Downloads can be made available of the Master Plan, Site Plan Review Regulations, Subdivision Regulations, the Zoning Ordinance, Town Reports, and minutes from meetings, which will lessen the burden on Town Office staff and reduce future printing costs.

Town Departments such as Police, Fire, and Highway should have access to broadband internet for emergency communications and information. Broadband is currently available in the schools.

TELECOMMUNICATIONS

Allenstown adopted a telecommunications ordinance within the Zoning Ordinance in March 2001. The ordinance provides direction and regulation as to the siting, size, environmental considerations, materials, setbacks, and landscaping of future towers. There are currently no cell towers located in Allenstown.

CABLE TELEVISION

AT&T Broadband Internet (ATTBI) holds the current Allenstown franchise for distribution of cable television to Allenstown businesses and residents.

Allenstown cable subscribers now have increased services including high-speed internet access, telephone service, and greater channel selection delivered through a new hybrid fiber coaxial cable system completed in 1999. The new cable technology provides Allenstown subscribers with digital picture quality, better system reliability, improved audio quality, and internet access speeds up to 50 times the current dial-up modem capability.

The coverage area is throughout the entire Town. In 2003, the Board of Selectmen will be meeting with ATTBI to review the contract which expires in early 2004. Broadband should be made available to all Town Departments, buildings, and the Library.

PEMBROKE WATER WORKS

Pembroke Water Works services Pembroke, Allenstown, and a small portion of Hooksett. It derives its water from four gravel packed wells. The wells are located in Pembroke and Allenstown and pumped into two storage tanks, one in Pembroke, and one in Hooksett on the Allenstown town line. The Water Works is licensed to pump up to seven million gallons of water per week. A fifth well located in Allenstown should be on line in late fall of 2002. The Water Works services 2172 water connections or units or about 6,000 users. There are 657 units in Allenstown, which is 32% of the connections. There was a 0.58% growth in units to the system overall in 2002; of the growth, 0.14% was in Allenstown. The Water Works services residential, public, agriculture, business, and commercial users.

Cost per residential unit is \$18.75 on the first 9,000 gallons and \$.85 per thousand gallons over the 9,000 gallons used. The rate for commercial users can vary depending on the type of service lines they have. The last increase in water rates was January 1, 1999.

The Water Works has water lines in the core of the Town. The water line on Granite Street ends near Chester Turnpike Road and begins again near River Road. The water line on Route 28 begins at River Road and ends near Lavoie Drive. A water line from the wells in Bear Brook State Park across Verville Road to Deerfield Road ending at Route 28 was installed in 2001 and provides services to the homes on Verville Road, one home on Deerfield Road, and the Brookside Mobile Home Park on Route 28. There are 73 hydrants in Allenstown of which the Town pays maintenance fees to the Water Works on 64 of them; the remainder are on private property.

SUNCOOK WASTEWATER TREATMENT FACILITY

In June of 2002, Hoyle, Tanner, and Associates, Inc began working on a Study to review the capacity of the facility. The following is an excerpt of their initial findings:

The WWTF serves the towns of Allenstown and Pembroke. Both towns saw significant growth in the 1980's. Growth leveled off during the 1990's but has recently started to increase again. The existing WWTF was designed in 1973 and put into operation in 1977. The plant operates in a mode of the activated-sludge process known as extended aeration. The unique characteristic of this process is a relatively low organic loading rate. The low organic loading rate is achieved by providing a longer hydraulic residence time and aeration time in the aeration tanks.

The major unit processes at the Suncook WWTF include headworks facilities, aeration tanks, secondary sedimentation (clarifiers), disinfection and sludge processing. There are no primary clarifiers which is characteristic of extended aeration plants. Primary sedimentation is omitted in order to simplify sludge treatment and disposal.

The headworks facilities includes grinding, flow measurement, and grit removal. A "Channel Monster" unit was installed in the influent channel in 1996. A new parshall flume was installed in the influent channel in 1995. The grit chamber currently in use was part of the original facility.

There are currently six (6) aeration tanks operated in parallel. There is no provision to operate any combination of the tanks in series since the tanks are not interconnected. Each aeration tank is 124 feet long by 19 feet wide. The mixed liquor depth in each tank is approximately 10 feet. Presently, only four (4) of the six (6) tanks are in operation at any given time. The original design included an allowance and space for additional aeration tanks to be added in the future.

There are two (2) secondary clarifiers. Space was provided for two (2) additional (future) clarifiers to meet design flow conditions. The existing clarifiers are center feed units with a diameter of 45.0 feet and a side water depth of approximately 7.0 feet. Rotating scrapers move the sludge to a hopper (sump) from which it is pumped either to recycle or to waste.

Originally, waste sludge was pumped to the flotation thickener unit for thickening. Thickened sludge was then land applied on agricultural lands in the local area. Land application of sludge stopped in 1996 and a new belt filter press was installed to dewater sludge. Presently, dewatered

sludge is mixed on site with wood ash and temporary stockpiled. The biosolids/wood ash mixture is hauled to a local gravel pit operation where it is used for reclamation.

Disinfection was originally done using gaseous chlorine which was delivered in one-ton cylinders. The plant converted to use of sodium hypochlorite for disinfection in 1999.

Currently, the Town of Allenstown accounts for about 400,000 gpd of flow or about 45 percent of the flow. The Town of Pembroke accounts for the remaining 55 percent or approximately 480,000 gpd.

The more significant growth potential is in the Town of Pembroke according to a study sponsored by the New Hampshire Office of State Planning (NHOSP) by Planning Decisions, Inc. as part of the Grow Smart NH Tool-Kit Project. According to the preliminary (draft) study report the potential growth in Pembroke over the next 20 years (i.e. to year 2020) is approximately 40 percent from the current population of 6,897 to a projected population of 9,570.

Recommendations will be forthcoming as a result of this study, which is to be completed in spring 2003.

ELECTRICITY

Electricity in Allenstown is primarily provided by Public Service Company of New Hampshire. A small portion of Bear Brook State is served by NH Electric Co-op. There is every expectation these services will continue in the foreseeable future, as mandated by the New Hampshire Public Utilities Commission.

NATURAL GAS

Homes are often heated by natural gas instead of electricity. In Allenstown, the provider of gas is KeySpan. The coverage area for KeySpan natural gas is the downtown/village only. In the future, there may be a need for expansion if more homes and businesses are built along Granite Street and Chester Turnpike.

Future Utilities Needs Summary

Short-term needs (2003 to 2008)

- broadband internet into Library
- broadband internet into Town Office and Police Department
- broadband internet into Highway Department
- cable access television channel

Long-term needs (2008 to 2013)

- schools and Town Hall wired for broadcasting meetings
- additional providers of utilities for competitive costs (cable, phone, gas, electric)

Recommendations for Utilities in Allenstown

- ? Expand the list of providers to provide utility options for Allenstown residents.
- ? Ensure the economic stability of Pembroke Water Works, such as through the development of a Capital Improvements Program.
- ? Support a Suncook Wastewater Treatment Facility plant expansion and Suncook Pond pump station improvement.
- ? Assess the need for replacement or repair of existing sewer lines.
- ? Extend the existing sewer lines as needed
- ? Extend the existing water lines as needed.

SUMMARY

One of the characteristics of Allenstown that makes it a such a desirable community is the high level of community services which it provides to its residents. This is a resounding theme for the town as demonstrated in the responses contained in the community surveys and visioning sessions. It is clear that the Residents of Allenstown are happy with the current quality and quantity of these services.

The departments, which deliver these services to the town, often go to extraordinary lengths in order to consistently maintain their expected level of quality. Many times this involves personal and departmental sacrifice. The Towns departments often employ cost saving or cutting measures, which allow for these services to be provided without causing a dramatic impact to the Town's bottom line.

However, in order to maintain and improve upon the level of satisfaction, and to ensure the towns efficient and successful delivery of these services in the future, it is vitally important that the town adequately plans and budgets for the necessary infrastructure.

The following is an abbreviated list of the recommended steps the town takes for each of the community facility, utility and recreational departments. It is believed that the progress that the town makes on each of these recommendations will have the greatest impact on its ability to adequately deliver these services in the future.

Town Offices/Town Hall

- ? Organize the second floor for office space.
- ? Extend the town clerk's office hours to more readily assist the public.
- ? Hire a Planning and Zoning Coordinator.
- ? Hire a self-funding grant writer to seek funds for all Town Departments and projects.

Highway Department

- ? Locate a water source for the maintenance garage and provide fresh running water.
- ? Hook up the maintenance garage to the sewer lines.
- ? Purchase new vehicles (backhoe, dump truck and pickup truck) to ensure the smooth running of the Department.
- ? Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership.

Transfer Station

- ? Coordinate with the Town and NH DES to ensure that the landfill is properly capped.
- ? Replace the rusted and breaking dumpsters with new dumpsters.
- ? Hire one or more part-time employees for the Transfer Station.
- ? Enact a recycling program and build a facility with NH DES assistance.

Cemeteries

- ? Procure and develop a cemetery location for the residents of Allenstown.

Police Department

- ? Pay officers and staff more competitively to lessen the likelihood of turnover.
- ? Procure digital radios for communications to other Police Departments.
- ? Establish a Building Committee for the Police and Highway Departments.
- ? Locate the Police Department to a new Police Department building which meets safety and environmental standards.
- ? Implement a proactive technology replacement program for computers and electronics.

Fire Department

- ? Draft, promote, and implement an apparatus replacement program.
- ? Integrate an ambulance service within the Fire Department.
- ? Procure digital radios for communications with local and state emergency centers.

Tri-Town Ambulance Service

- ? Encourage cross-coverage between the Fire Department and Tri-Town Ambulance.
- ? House an ambulance at the Fire Department.

School Department

The school system is vitally important to the success and stability of any town. As such, it is vitally important the town partner with the school district when implementing or attempting to achieve any of these recommendations.

As we turn the tide to a new AGE OF ACCOUNTABILITY in education, we should be sure that we are doing all that we can to fulfill the basic duty of any local government, which is: PROVIDING FOR A FREE AND APPROPRIATE EDUCATION FOR ALL

This will go a long way in promoting and preserving the trust, which has been given to us to ensure that our heritage is transmitted to future generations through quality public schools which are always accountable to the townspeople.

Allenstown Elementary School

- ? Develop and implement a sensible plan for renovating and expanding both schools.
- ? Ensure compliance with federal education guidelines.

Armand Dupont School

- ? Implement early drop out prevention and intervention programs.
- ? Foster a more college- and career-minded attitude of teachers, parents, and the community.
- ? Implement additional drug prevention and intervention programs.
- ? Develop community service and volunteer programs for students.

Pembroke Academy

- ? Foster a more college- and career-minded attitude of students, teachers, parents, and the community.
- ? Encourage the School Board to take a more proactive role in overseeing and managing the Allenstown School System.
- ? Provide bussing for Pembroke Academy students from the Town of Allenstown.
- ? Implement early drop out prevention and intervention programs.
- ? Implement additional drug prevention and intervention programs.
- ? Institute a voucher program study commissioned for grades 9-12.

Allenstown Public Library

- ? Provide public computers for internet access and research.
- ? Computerize the catalogs of publications available for loan.
- ? Assess the need for library expansion.

Wastewater Department

- ? Find a method for safe and effective disposal of bio-solids.
- ? Proactively examine, and plan for future plant expansion.
- ? Increase capital reserves to provide funding for future projects.

Post Office

- ? Encourage that a larger facility with adequate parking be located in Allenstown.

Recreation

- ? Provide more recreational opportunities and programs for adults and seniors.
- ? Promote public relations and educational opportunities such as parenting classes and community education.
- ? Encourage strategic partnerships with non-profit groups and organizations that will provide community enrichment programs.
- ? Work closely with the school system to provide early intervention drop out and drug prevention programs.
- ? Locate grants for more recreational programs to offer to Allenstown residents.
- ? Engage in fundraising activities to acquire funding for activities and programs.

Recreation Facilities in Allentown

- ? Seek grants for community development and improvement.
- ? Continue emphasis on delivering those programs and services, which provide a healthy outlet for all residents.
- ? Hire a Parks and Recreation Department Head.

Utilities in Allentown

- ? Seek additional providers to compete within Allentown, thereby providing more utility options for its residents.
- ? Ensure the economic stability of Pembroke Water Works, such as through the development of a Capital Improvements Program.
- ? Support a Suncook Wastewater Treatment Facility plant expansion and Suncook Pond pump station improvement.

We have also prioritized these recommendations according to the most current pressing needs (at the time of the publishing of this document), of the Town. These are listed in the **IMPLEMENTATION CHAPTER**.

Again, one of the most inviting aspects of the town is the services that it provides, and the consistently high level of quality they are provided with.

It is important that the town continue to recognize, as well as take proactive steps to address the individual needs of each of these departments. By doing this, Allentown will be able to continue its standard of excellence in this area, which in turn makes it a better place to “Live, Work, and Play”.

- Respectfully Submitted, The Community Facilities Subcommittee

Chapter VIII **TRANSPORTATION**

INTRODUCTION

Over the past several years, development trends in Allenstown have been influenced by the Town's proximity to Concord, Hooksett, and Manchester as well as by US Route 3 and NH Route 28. It is likely that these factors will continue to play a major role in the future development of Allenstown and the Central New Hampshire region. As residential and commercial development continues, planning for a safe and efficient transportation network is essential to help foster a prosperous community.

A sense of place and continued economic development are important components to the quality of life in Allenstown. Allenstown is home to recreational trails located in Bear Brook State Park, the Suncook River, and US Route 3 commercial development. Allenstown residents enjoy the ability to walk to the nearby Suncook Village and to shop in the commercial area. These features are equally important in the fabric of the identity of the community and need to be protected, preserved, and enhanced wherever possible. This Chapter hopes to identify these important transportation infrastructure resources and propose strategies to preserve and enhance them.

This Chapter encourages the development of alternative transportation modes and routes where appropriate, and supports the continued development of an intermodal transportation strategy for the integration of pedestrians, bicycles, and buses. This will help reduce the number of single occupancy vehicles, while remaining sensitive to the needs of vehicular access to the commercial areas.

Planning for future transportation needs should be carried out in a manner that not only accommodates anticipated future growth of the Town and local businesses, but will also help insure that development will occur in a responsible manner. Through comprehensive planning and construction of identified roadway improvements, the Town will develop a transportation network that will foster economic development and meet the needs of the community for the foreseeable future. Sound and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community and achieve and enhance community goals.

The purpose of this Chapter is to provide an inventory and assessment of Allenstown's transportation network, detail sources of funding for projects, identify new alternative modes of transportation for the Town's population, and provide policy recommendations to improve the existing transportation network and achieve the overall community transportation goals.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To provide a highway and street system that allows for the safe and efficient movement of people and goods throughout Allenstown.
 - ? Review and evaluate the Planning Board's current road and driveway standards as to their appropriateness.
 - ? Continue to support the extension of Concord Area Transit (CAT) into Allenstown as well as the other on-demand transit options.
 - ? Work with the NH Department of Transportation Highway Maintenance District V to review and correct areas of state roadways that have experienced a high frequency of accidents and/or are generally perceived to be dangerous. The Town of Allenstown should also review similar areas found on local streets.
 - ? Review NH laws governing the use of off-highway recreational vehicles (OHRVs) and consider creating a plan or policy to better manage safe travel of the vehicles in and around Allenstown as well as the enforcement of the NH laws.
 - ? Design and plan residential streets to follow natural contours and preserve natural features whenever practical; minimize traffic speed, volume, noise, congestion, and hazards to pedestrians; and minimize the amount of paved area to reduce stormwater runoff, thereby protecting water resources and reducing construction costs.
 - ? Research liability issues regarding Class VI and private roads in regards to emergency services, maintenance, and access.
 - ? Seek State and Federal funding by working with the Central New Hampshire Regional Planning Commission to prepare a comprehensive transportation plan that includes funding availability for the desired projects and programs.
- To improve the non-motorized infrastructure and increase non-motorized safety and activity in Allenstown.
 - ? Consider the construction of a sidewalk along Granite Street, from US Route 3 to Parkwood Drive and explore funding options for the project.
 - ? Work with the NH Department of Transportation to explore options for the creation of a crossing of US Route 3 in the vicinity of Granite Street.
 - ? Work with the NH Department of Transportation (NHDOT) regarding the placement and maintenance of crosswalks on State roads within Town.

- ? Develop a local bicycle network that would connect significant areas of Town and important places (i.e. school, Town Hall, fire station) to the regional bicycle network.
- ? Require developers working in Town, as part of the Site Plan Review Regulations, to provide for shared driveways and parking areas with neighboring buildings as well as to provide proper facilities for pedestrians.
- ? Require new developments to create and/or extend the existing sidewalk network, in appropriate areas, to create an incremental expansion of the sidewalk network.
- ? Identify and prioritize areas with existing pedestrian facilities for regular maintenance and support the creation of sidewalks.
- ? Use innovative methods to increase safety, which could include such techniques as raised crosswalks, striped or colored sidewalks, increased signage, or walking paths separated from the road by landscaping.
- ? Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership (Highway Department).

COMMUNITY SURVEY RESULTS

A vast majority, 82% of survey respondents, consider the roads in Allenstown to be in “fair” or “good” condition, indicating that most residents are accepting of the level of road maintenance. A number of responses identified Granite Street, Route 28, and Route 3 as “hazardous for pedestrians”. Granite Street was also identified as a road that was “hazardous for vehicles.” The Town with NHDOT might consider these locations for future improvements to increase pedestrian and vehicular safety.

Table VIII-1
In your opinion, what is the general condition of roads in Allenstown?

	Total	Percent
Excellent	9	1.9%
Good	187	39.3%
Fair	205	43.1%
Poor	74	15.5%
No Opinion	1	0.2%
Grand Total	476	100.0%

Question two of the Community Survey asked residents what features of Allenstown contributed to the desirability of the Town. Among the options like “Rural Atmosphere” and “Affordability” was a choice of “Proximity of Cities”. Of the 487 surveys returned, 341 or 70% of respondents felt that Allenstown’s proximity to other area cities was a key positive feature of the community. From a transportation standpoint, this question indicates that the major connectors of US Route 3 and NH Route 28 are important for the community’s regional mobility.

Table VIII-2 below illustrates what roadways the residents of Allentown feel are hazardous for vehicles. Granite Street was noted by survey respondents far more than any of the other roadways mentioned. The comments regarding Granite Street were directed at a number of different issues including: the number of stop signs on Granite Street, the construction that was underway during the survey, the intersection with US Route 3, and the section northeast of US Route 3. The remaining top four areas indicated included various sections of Deerfield Road, the US Route 3 Bridge, and NH Route 28.

Table VIII-2
Are there any sections of roadways or intersections
that you feel are hazardous for vehicles?

	Total	Percent
Granite Street	89	32%
Deerfield Road*	19	7%
US 3 Bridge*	12	4%
NH 28*/River Rd	12	4%
NH 28*	9	3%
School Street*	6	2%
River Road	6	2%
Main Street*	6	2%
US 3*	6	2%
Other	57	21%
None	53	19%

**denotes a State road*

Many of the survey respondents echoed the same roadways in regards to pedestrian safety issues that were identified as hazardous for vehicles. Table VIII-3 below shows the survey responses. Again Granite Street was at the top of the list, but followed more closely by US Route 3. In this case, many responses indicated the intersection of US Route 3 with Granite Street as being dangerous for pedestrians.

Table VIII-3
Are there any sections of roadways or intersections
that you feel are hazardous for pedestrians?

	Total	Percent
Granite Street	40	18%
US 3*	37	17%
NH 28*	16	7%
River Road	8	4%
Deerfield Road*	8	4%
Main Street*	8	4%
Ferry Street	5	2%
School Street*	5	2%
Other	50	23%
None	43	20%

**denotes a State road*

As might be expected, most of the roads that were identified as hazardous for pedestrians in the table above were ranked highly for locations where sidewalks are needed. The survey results are illustrated in Table VIII-4 below. Granite Street again topped the list indicating the strong desire to continue improving Granite Street.

Table VIII-4
Please identify any streets where you feel
additional sidewalks are needed.

	Total	Percent
Granite Street	31	24%
All Streets	10	8%
River Road	10	8%
US 3	10	8%
Deerfield Road	6	5%
Main Street	7	5%
Al's Avenue	5	4%
Other	36	27%
None	16	12%

The following table (Table VIII-5) shows the write-in responses for roadways where residents feel vehicles travel at excessive speeds. While these results are similar to the responses shown in the tables above, there are some differences. Granite Street was again identified by the largest number of respondents, but in this case, NH Route 28, Main Street, and School Street, River Road, and Deerfield Road were also included in the responses often.

Table VIII-5
Please identify any roads or streets where you feel
vehicles travel at excessive speeds.

	Total	Percent
Granite Street	37	14%
NH 28	33	12%
Main Street	30	11%
School Street	26	10%
River Road	25	9%
Deerfield Road	25	9%
US 3	9	3%
Notre Dame Avenue	7	3%
Al's Avenue	6	2%
Chester Turnpike	5	2%
Ferry Street	5	2%
Other	51	19%
None	7	3%

BACKGROUND INFORMATION

Functional Highway Classifications

A method, by which public roadways are classified, relevant to long-range planning of roadway improvements, is on the basis of primary function, type of service, or the roadway's relation to the community transportation system as a whole. These divisions are used to determine roadway design standards and to locate funds that may be used for needed roadway improvements. In order to be eligible for some types of improvement funds, highways must be a certain level of functional class. The five basic functional classifications are described below.

Principal Arterial

Principal arterial roadways form the basic framework of the State roadway system. They primarily function as the main routes for interstate commerce and traffic. In addition, they also link major geographic and urban areas to economic districts of the State. Ideally, access to these roads by abutting parcels is not permitted or is highly restricted. An example of a Principal Arterial in Allenstown, is US Route 3.

Minor Arterial

These roadways serve as long distance traffic movements, and are secondary to primary arterials in that minor arterials tend to serve as links between major population areas or between distinct geographic and economic regions. The majority of NH 28 in Allenstown is classified as a Minor Arterial.

Major Collector

These roadways differ from arterials due to size and general service area. Collectors serve traffic in a specific area, whereas as arterials generally serve traffic moving through an area. Thus, average trip lengths on collectors are shorter than trips on arterial. Furthermore, collectors gather traffic from local roads and streets and distribute them to arterials. While no Major Collectors exist in Allenstown, a close example would be NH 3A in Bow.

Minor Collector

These roads provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators, such as shopping centers to surrounding rural areas. They also serve as links between two or more major collectors. A local example is Deerfield Road.

Local Roads

These roads and streets are used primarily to provide access to adjacent properties. These roads have numerous turning movements in and out of abutting driveways and curb cuts. River Road is an example of a typical Local Road.

State Aid Highway Classifications

Another system used to classify roadways in New Hampshire is the State Aid Highway Classification System. This system was created under the requirement set forth by RSA 229-231 to determine the responsibility for the reconstruction and maintenance of roadways located in the State. This system is also used to determine the eligibility of roads for State funding. Classifications are comprised of six categories (Class I through Class VI highways).

Class I, Trunk Line Highways

This classification consists of all existing and proposed highways on the primary state system, except all portions of such highways within the compact sections of communities, providing said sections are Class I highways. Examples nearby include Interstates 93, 89, and 393.

Class II, State Aid Highways

This classification consists of all existing and proposed highways on the secondary state systems, except those in compact sections of cities and towns. All sections of these roadways must be improved to the satisfaction of the NHDOT Commissioner and are maintained and reconstructed by the State. The Town must maintain all unimproved sections of these roadways, where no state or federal monies have been expended, until they are improved to NHDOT satisfaction. All bridges maintained with state or federal funds shall be maintained by the State, while all other bridges shall be the responsibility of the municipality. The two major roads in Allenstown, US Route 3 and NH Route 28, are Class II highways.

Class III, Recreational Roads

This designation is assigned to all roads leading to, and within, state reservations designated by the NH Legislature. The NHDOT assumes all responsibility for construction and maintenance. Deerfield Road is a Class III highway.

Class IV, Urban Highways

This designation is assigned to all highways within the compact areas of municipalities listed in RSA 229:5, V. The compact section of any city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the DOT Commissioner, is mainly occupied by dwellings or buildings where business is conducted, throughout the year. No highway reclassification from Class I or II to Class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the State.

Class V, Rural Highways

This classification consists of all traveled highways which the town or city has the duty to maintain regularly, paved or unpaved. Granite Street is a major Class V roadway in Allenstown.

Class VI, Unmaintained Highways

Roads under this category consist of all other public ways, including highways subject to gates and bars, and highways not maintained in suitable condition for travel for more than five (5) years.

Table VIII-6
Summary of State Owned Roads within Allenstown

Road / Description	Maintenance	Plowing
US Route 3 – From Pembroke to Hooksett	State	State
NH Route 28 – From Epsom to US 3	State	State
Main Street – From Pembroke to Hooksett	State	State
Deerfield Road – From NH 28 to Podunk Road	State	Allenstown
School Street – From US 3 to Main Street	State	Allenstown
Podunk Road – Deerfield Road	State	State & Allenstown

Table VIII-6 summarizes the roads within Allentown owned by the State of New Hampshire and the maintenance and winter plowing responsibilities of both the Town and the State for those roads. The ownership of a road is of key importance when discussing options for improving pedestrian or vehicular safety, ideas concerning access management, or maintenance plans.

Highway Capacity Analysis

One of the most simplistic ways to evaluate and summarize Highway Capacity is using the Level of Service measure. Level of Service (LOS) is a term that denotes the type of congestion that occurs along a roadway or an intersection for a given period of time, generally one-hour peak conditions. This is a qualitative measure of the combined effect of a number of factors, including roadway geometrics, travel delay, freedom to maneuver, and safety. Level of service categories are discussed below:

Level of Service A

LOS-A represents free flow with operating speeds of 60 miles per hour or higher being attainable, where permitted by the roadway design and speed limit. Individual users are virtually unaffected by the presence of other vehicles in the traffic stream. About 75% of passing maneuvers can be accomplished with little or no delay.

Level of Service B

LOS-B is a stable range of flow, but the presence of other motorists in the traffic stream becomes noticeable. Freedom to select desired speeds is relatively uninhibited. This LOS is not typical for urbanized areas.

Level of Service C

LOS-C is also in the range of stable flow, but denotes the beginning of noticeable increases in congestion. High operating speeds are still possible, but some traffic congestion occurs due to slowing and turning traffic. Level of C is still a desirable level of service.

Level of Service D

LOS-D represents high density, stable flow. The speed and freedom of movement is restricted and motorists feel some inconvenience and below average comfort. Delay is experienced up to 75% of the time. Small increases in traffic flow will cause operational problems at a LOS-D.

Level of Service E

LOS-E represents operating conditions near or at capacity level. All speeds are low but uniform. Freedom of maneuverability is severely limited, and is accomplished by forcing other vehicles to yield. Congestion and delay levels are high.

Level of Service F

LOS-F is a forced or breakdown of flow with unpredictable characteristics. This is the least desirable level of service.

Traffic Counts

The New Hampshire Department of Transportation conducts traffic counts at hundreds of locations around the State on a three-year cycle. In many cases, counts at a specific location may go back ten or more years, providing a sense of how traffic has changed over the years. For some time now, the CNHRPC has conducted a municipal traffic counting program. This program enables municipalities to request traffic counts at a few specific locations around a town. Between the counts collected by the NHDOT and the CNHRPC over the years, there exists a wealth of traffic count data for the Town of Allenstown.

Table VIII-7
Traffic Counts, 1992-2002

Road	Location	1994	1995	1996	1997	1998	1999	2000	2001	2002
Deerfield Rd.	At Deerfield TL			642						
Deerfield Rd.	Bear Brook State Park			2,100				2,400		
Deerfield Rd.	Over Pease Brook			550			620	700		746
Granite St.	At plaza rear exit				1,492					
Granite St.	East of Diane Ave.				1,600					
Granite St.	From US 3 to Main			987						
Granite St.	Intersect with Route 3			1,939						
Granite Street	Past Holiday Acres Mobile Home								1,141	
Horse Harness Rd.	(Midway in Length)							260		309
Horse Harness Rd.	Mid Point			310						
Main St.	At Elementary School				4,516					
Mt. Delight Rd.	At Dows Rd.			2,060						
NH 28	East of Turnpike Rd.	7,200			7,600			9,000		
NH 28	Intersect with Deerfield Rd.			7,381						
NH 28	North of US 3								9,733	
Podunk Rd.	Over Bear Brook							200		127
River Rd.	At Granite St. and Rt. 28			689						
River Rd.	N. of Wall St.						620			
River Rd.	South of NH 28								1,002	
School St.	East of Library St.				2,100					
Turnpike Rd	East of US 3								2,269	
US 3	Pembroke TL			8,300			8,000			9,405
US 3	South of School St.	9,100				8,200			10,870	

Source: CNHRPC and NHDOT traffic counts

Regular monitoring of sites during peak months is critical in the planning process, as accurate projections are required for logical transportation and land use planning. Unfortunately, few multiple-year traffic counts for local roadways are available, thus trends for traffic on some roads could not be established.

Table VIII-8
Multi-Year Trends at Same Location

Road	Location	Years	Annual Percent Change	Total Percent Change
Deerfield Rd.	Over Pease Brook	1992-2002	+ 6%	+ 62%
NH 28	East of Turnpike Rd.	1992-2000	+ 4%	+ 30%
US 3	Pembroke Town Line	1996-2002	+ 2%	+ 13%
US 3	South of School St.	1994-2001	+ 3%	+ 19%

Source: NHDOT and CNHRPC traffic counts

This data should be utilized to begin to identify corridors that may become threatened in the future by current development trends. In locations where traffic has increased significantly, land use trends and access management policies should be closely examined and modified to best maintain and promote an efficient transportation network.

Accident Analysis

One of the most useful and obvious methods of identifying where transportation improvements may be needed is to analyze the location, frequency, and type of accidents that occur at various locations in the community. For the period of 1998 to 2001, a total of 213 locatable accidents occurred in Allentown.

Table VIII-9
Traffic Accidents, 1998-2001

Road	Closest Major Location(s)	# of Accidents	Major Types of Accidents
US Route 3	Suncook River Bridge & Chester Turnpike	6	Vehicle Collisions
	School Street	8	Vehicle Collisions
	NH Route 28	14	Vehicle Collisions
	Commercial Area Between NH 28 and Granite Street	19	Vehicle Collisions
	Granite Street	16	Vehicle Collisions
NH Route 28	US Route 3	14	Vehicle Collisions
	River Road	10	Vehicle Collisions
	Between River Road Intersections	10	Vehicle Collisions & Vehicles Off Road
	Between Roy Lane and Presidential Drive	7	Vehicle Collisions
Main Street	Granite Street	6	Vehicle Collisions
	School Street	4	Vehicle Collisions
Deerfield Road	Between New Rye and Town Line	10	Vehicle Collisions, Vehicles Off Road & Pedestrians
	Between New Rye Road and Black Hall Road	5	Vehicle Collisions, Vehicles Off Road & Pedestrians
Granite Street	Main Street	6	Vehicle Collisions
	US Route 3	16	Vehicle Collisions
School Street	US Route 3	8	Vehicle Collisions
	Main Street	4	Vehicle Collisions

Source: Accident data – Allentown Police reports processed by CNHRPC

Table VIII-9 above illustrates some of the key areas where accidents have occurred in Allenstown in the recent past. A large number (about 63) of accidents took place along the relatively short section of US Route 3 in Allenstown. Some improvements are planned for the bridge and the adjacent area, but the remaining portion should be examined more closely for additional improvements.

Table VIII-10
Total Number of Accidents, 1998-2001

	1998	1999	2000	2001
Total Accidents	51	62	47	53

Source: Accident data - Allenstown Police reports processed by CNHRPC

From 1998 to 2001 the number of accidents taking place in Allenstown has remained fairly consistent while overall traffic has increased (see Table VIII-10 & Table VIII-8). The Town should continue to follow this trend and evaluate fluctuations, particularly after major roadway improvements or policy changes.

Accident data serves as one tool in identifying potential hazardous intersections; however, it is only a piece of the overall picture. Local knowledge is of key interest to understanding why intersections work the way they do and why some are more dangerous than others.

Commuting Patterns

The table below illustrates the most current information available regarding commuting patterns for the Town of Allenstown. Table VIII-11 contains information collected during the 2002 Allenstown Community Survey. The question in the survey asked what the occupation of each adult in the household was as well as the town in which they worked. Unfortunately, information from the 2000 Census is not yet available at this level of detail.

Table VIII-11
Commuting Patterns
Communities With 2% and Greater Response – All Workers

Works In	Number	Percent of Respondents
Concord	128	24%
Manchester	112	21%
Hooksett	47	9%
Nashua	17	3%
Pembroke	16	3%
Bow	11	2%
Bedford	9	2%
Allenstown	42	8%
Other	145	28%
Total	527	100%

Source: Allenstown Community Survey, 2002

The information in Table VIII-11 shows that more than 50% of the survey respondents work in the Cities of Concord, Hooksett, or Manchester. This is significant from a transportation perspective because it indicates the importance of US Route 3 to residents of Allenstown that commute to work. The findings from this question echo the responses from question two of the Allenstown Community Survey where 70% of survey respondents included that Allenstown's proximity to neighboring cities was very important to them.

The importance of US Route 3 to the continued vitality of Allenstown is evident in the commuting patterns as well as by the commercial base that has located along it. In planning for the future it is paramount that the Town help preserve US Route 3 as a travel corridor. While access to the roadway is governed largely by the NH Department of Transportation, the Town can assist in the preservation of the corridor through local zoning, site plan and subdivision regulations. By working with the NH Department of Transportation and by encouraging sound access management practices and thoughtful development, US Route 3 can continue to be an asset to the Town.

ACCESS MANAGEMENT

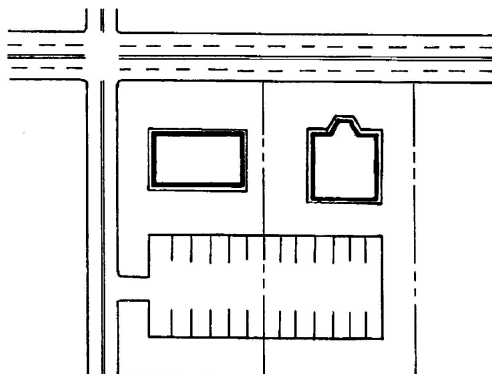
The goals of access management are to reduce congestion, increase safety, and implement coordinated land use and transportation plans. Often access management can be improved by focusing on smaller site improvements, like defined entryways and exits, shared driveways, and connections between adjacent subdivisions. These types of facilities are easiest to implement as part of a new development and are sometimes required by a municipality. Improvements to existing facilities can also greatly enhance the capacity and character of a roadway, but a more cooperative approach is required between the Town and the landowner to plan, fund, and complete the improvements.

Other opportunities exist to enhance access management by better coordinating planning efforts like a Master Plan, Zoning Ordinances, Subdivision Regulations, and impact fee ordinances. The Master Plan can set the stage for improvements by clearly identifying goals for the transportation network. Zoning Ordinances can further aid in the process by tailoring frontage requirements, lot sizes, signage and architectural standards, and possibly by identifying overlay districts. The Zoning Ordinance can also depart from the normal strip zoning along roadways and adopt a nodal approach. In the nodal approach, development is focused in denser areas along a roadway, with open space or less traffic-intensive development between nodes. Using Subdivision Regulations, a community can further improve access management by having provisions for shared driveways and connector roads between subdivisions.

Shared Access Points

All new site plans on heavily traveled roadways could have shared access points with abutting parcels. This will reduce the number of driveways (curb cuts) on major roadways, and improve traffic movement and safety conditions.

Figure VIII-1
Shared Access Points

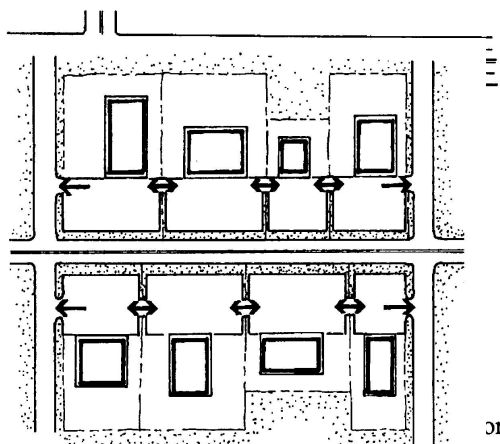


A single access point from a collector road for two adjacent businesses

Interconnected Sites

Developers could provide rights-of-way to connect commercial and multi-family sites, thus creating parallel access roads along major roadways. This will help to reduce congestion and slow the need to expand highway capacity.

Figure VIII-2
Interconnected Sites

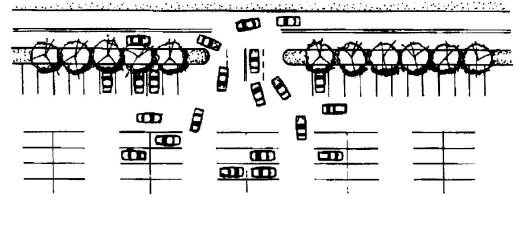


Interconnecting commercial sites

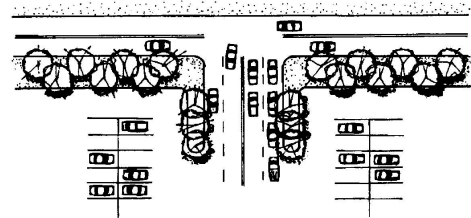
Minimum Driveway Throat Lengths

A minimum driveway throat length could be defined for commercial and large multi-family developments in order to help better define internal traffic movements at those sites.

Figure VIII-3
Minimum Driveway Throat Lengths



A short throat length can cause confusion and danger at the entrance to a site.

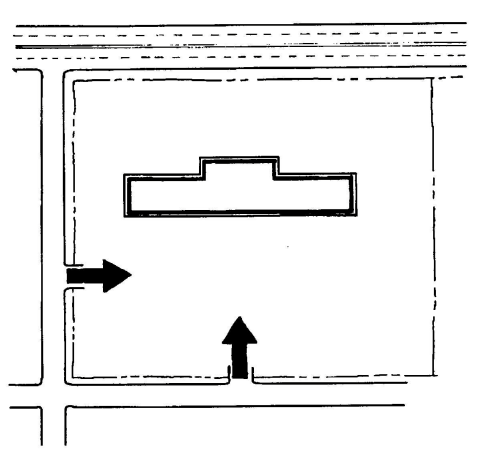


An appropriate throat length allows vehicles to enter and exit a site in an orderly and safe fashion.

Corner Lot Access Points

All corner lots fronting a major road could be accessed from the adjacent local or collector road, not the major roadway. Again, this will reduce congestion and improve safety.

Figure VIII-4
Corner Lot Access Points

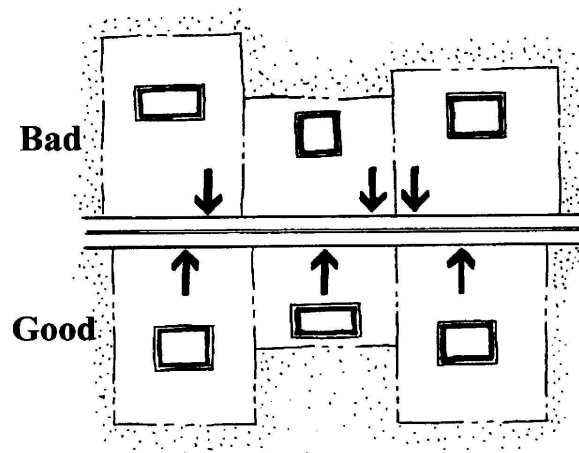


Access to a corner lot should be from a local or collector road instead of an arterial

Distance Between Driveways

A minimum distance between commercial and multi-family driveways on major roadways could be set in order to better streamline turning movements and improve safety.

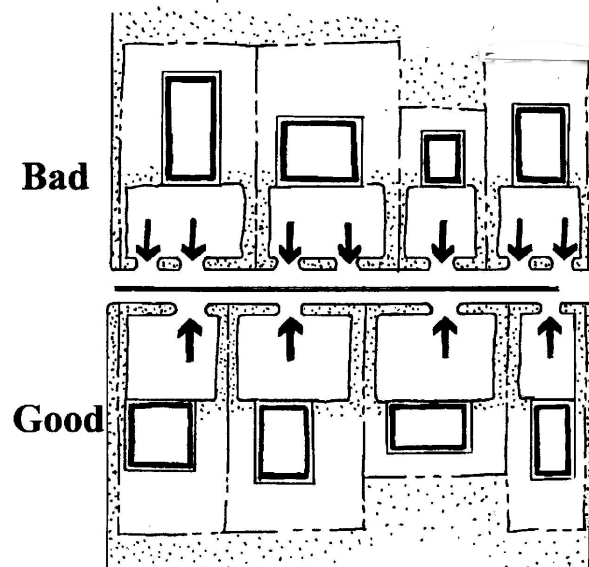
Figure VIII-5
Distance Between Driveways



Number of Driveways Per Lot

The Planning Board should limit the number of driveways for parcels fronting major collector or arterial roadways. Furthermore, continuous, undefined driveways should be prohibited, as such driveways often confuse drivers and contribute to accidents.

Figure VIII-6
Number of Driveways Per Lot



Sight Distances

For all access points, the Planning Board could require the following American Association of State Highway Transportation Officials (AASHTO) standards be applied:

Table VIII-12
Highway Standards

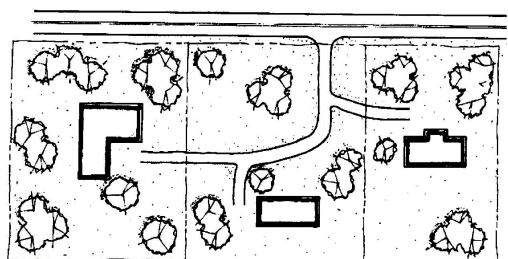
Type of Road	Posted Speed Limit or Typical Speed of Traffic	Minimal Safe Sight Distance
Minor Roads	30 mph or lower	200 feet
Through Roads	31 to 40 mph	275 feet
Through Roads	41 to 50 mph	350 feet
Major Roads	51 to 60 mph	475 feet

Source: American Association of State Highway Transportation Officials (AASHTO)

Shared Driveways

Shared driveways should be constructed for subdivisions on major roadways. This would improve traffic flow and safety conditions of the roadway. The Planning Board, when reviewing developments proposing shared driveways, should require all proper easement and maintenance agreements to be incorporated into the deed of each parcel.

Figure VIII-7
Shared Driveways

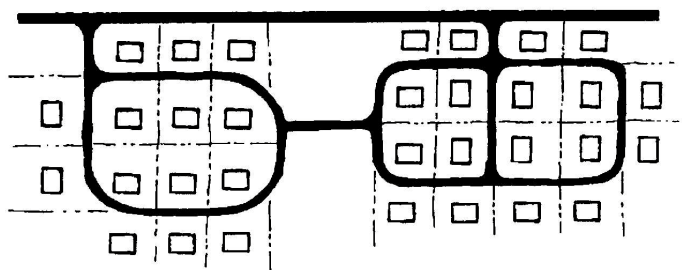


A single access point for three residences

Connect Adjacent Roadways

Developers could design subdivisions to connect with other public roadways in other subdivisions.

Figure VIII-8
Connect Adjacent Roadways



Interconnecting residential developments

ALLENSTOWN'S TRANSPORTATION SYSTEM

Pedestrian Infrastructure

Pedestrian facilities, such as paved sidewalks and gravel walking paths, are critical features for roadways with high volumes of traffic or high speeds where pedestrian activities naturally occur or wish to be encouraged. The primary purpose of a sidewalk is to improve safety for pedestrians by separating them from the travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for residents, serve to beautify an area, or stimulate economic activity in rural and village settings.

Speed limits have been the usual method of improving pedestrian safety and other non-motorized modes of travel. In both rural and urban areas, the minimum speed limit a municipality can impose is 25 miles per hour. Allentown has taken advantage of the 25 miles per hour minimum speed and enacted it throughout Town unless otherwise posted. Limits can be made lower at intersections (RSA 265:63, (a)) and in school zones (265:60, II (a)). Crosswalks on local streets are a form of traffic regulation and therefore must be approved by the Board of Selectmen. Crosswalks located on State roads must be installed and approved by NHDOT, but are maintained by the Town.

Many communities in the United States are now exploring further means beyond sidewalks that place pedestrians and other non-motorized modes of travel on a more even level with motorized traffic. These measures, collectively called traffic calming, use the physical design of the roadway to prevent inappropriate automobile speeds. Most often they are used in residential or downtown areas where residents see the road as part of their neighborhood and a place where walking, recreation, and social interaction can safely coexist with motorized traffic.

Traffic calming suggests road design techniques using active or physical controls (lumps, barriers, curves, rumble strips, etc.) and passive controls such as signs and traffic regulations to reduce speeds. Traffic calming measures foster safer and quieter streets that are more hospitable to cyclists, pedestrians, and joggers. The potential benefits of traffic calming include reduced traffic speeds, reduced traffic volumes by discouraging "cut-through" traffic on residential streets, and often improved aesthetic quality of streets. An example of some traffic calming techniques include:

Speed Humps, Speed Tables, and Raised Crosswalks: All of these techniques involve raising the height of the pavement in a more subtle fashion than with a speed bump, allowing vehicles to pass over them at the intended speed of the road, but preventing excessive speeds and alerting drivers to the existence of non-motorized users.

Chicanes or Medians: These effectively narrow road width and slow down traffic by placing a physical impediment either in the middle of the road (median) or on the side of the road (chicane). These lend themselves to landscaping and improve the visual experience for all users of the road, as well as reducing speeds. Both techniques can provide additional safety for crossing pedestrians. Medians may serve as a refuge by allowing pedestrians to cross one lane of travel at a time, while chicanes provided at crosswalks (curb bulbs) reduce the overall distance from one side of the road to another and slow down traffic at those crossings.

Modern Roundabout: Not to be confused with a traditional high-speed rotary or traffic circle, this is an intersection treatment that forces motorized traffic to slow down to speeds under 25 mph in order to negotiate a center island that can be landscaped. Such speeds allow pedestrians to safely cross around the perimeter of the roundabout and cyclists to safely become a part of the circulating traffic.

The ***Pedestrian Infrastructure Map*** shows Allenstown's existing crosswalks and sidewalks, recommended locations for crosswalks and sidewalks, and areas of Town that may benefit from traffic calming measures. A comprehensive pedestrian infrastructure can greatly improve the quality of life within a community.

Existing Sidewalks

Allenstown has a number of existing sidewalks located throughout the southern half of Town. The following Table, Table VIII-13 and the ***Pedestrian Infrastructure Map*** describe were sidewalks currently existing in Allenstown.

Table VIII-13
Existing Sidewalks

Road	Description
Bartlett Street	Entire Length
Canal Street	From Main Street westerly
Chester Turnpike	From NH 28 to Bartlett Street
Cross Street	Entire Length
Elm Street	From School Street to Cross Street
Ferry Street	From Main Street to Houle Avenue
Granite Street	From Main Street to US 3
Hammel Street	From School Street to Cross Street
Main Street	From Suncook Village southerly
School Street	Entire Length
Valley Street	From School Street to Granite Street
Webster Street	Entire Length
Whitten Street	Entire Length

Source: CNHRPC Field Survey & Discussions, 2001-2002

One issue that is common among many communities and has been expressed in Allenstown is the issue of sidewalk maintenance. In most communities, roadways are more visible and are more important to the residents. This often creates a situation where proportionally more money is directed toward road maintenance than to sidewalk maintenance. When this occurs, over time a community's sidewalks deteriorate and discourage residents from using them. To encourage walking throughout a community, the sidewalks need to be maintained with a priority similar to that of the roadway system.

Proposed Future Sidewalks

Sidewalk construction is not an inexpensive endeavor, however; if carefully planned, the cost can be justified by potential far-reaching benefits to pedestrian safety and aesthetics. Allenstown already has an equal or more substantial sidewalk system than most communities of similar size in the area. There is of course, always room for improvement and in Allenstown there are some gaps in the existing pedestrian infrastructure. The ***Pedestrian Infrastructure Map*** illustrates a proposed sidewalk expansion along Granite Street from US Route 3 to Parkwood Drive.

If this sidewalk were to be completed, it would help safely link a large residential area off Parkwood Drive with the commercial center along US Route 3. The next step to improve pedestrian safety in the area would be to provide a safe crossing of US Route 3 near the Granite Street intersection.

Pedestrian Crossings

Unlike sidewalks, crosswalks need not be expensive to create and when they are constructed properly at a location chosen with care, they can improve pedestrian safety. However, crosswalks do not stop vehicles and if they are striped without the utmost caution, they can be more hazardous to pedestrians and vehicles than not having designated crossing areas at all. The ***Pedestrian Infrastructure Map*** illustrates a proposed addition of pedestrian signals and crosswalks at the intersection of US Route 3 with Granite Street.

US Route 3 is a major obstacle for pedestrians in Allenstown. A pedestrian cycle and crosswalk is provided at the signalized intersection of US Route 3 with School Street, however, approximately 2,000 feet and NH Route 28 separate that signal from the Granite Street area. In Subcommittee meetings, at the Visioning Session, and during a discussion with middle school children, residents have echoed the same concerns about this intersection: that it is dangerous to cross, but because of adjacent land uses, adults and children cross regularly.

Bicycle Infrastructure

Planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs than those of motorists, including wider shoulders, more sensitive traffic control at intersections, and stricter access management. Often, roadways are designed solely with motor vehicles in mind and Allenstown is no exception to this. In some cases, consideration for bicycles may not actually be beneficial to all users. For example, wider shoulders might encourage higher vehicle travel speeds and may not be appropriate in a village or downtown setting.

There currently exists a Statewide and a Regional Bicycle Route System with components in the Allenstown area. The Statewide System was established to link commuting nodes throughout the State with one another; for example, connecting Concord to Hooksett to Manchester. Although no statewide routes travel through Allenstown, a links exist in Epsom and Bow. In the most recent revision of the System (2000), the NH Department of Transportation departed from the previous versions and began utilizing local roads where appropriate as routes.

The Regional System was designed to link community centers to each other and to the Statewide System; for example, connecting Salisbury to Pittsfield to Allenstown. In Allenstown, the Regional System includes NH 28 and US 3. The overall system really serves two functions. The first is to guide bicyclists to use roadways that might be safer given speeds, traffic volumes, shoulder width, and the second is to provide a source for local officials to reference when improving a roadway so that perhaps extra attention can be paid to the shoulder width and quality. The locations of State and Regional bicycle routes in Allenstown are depicted on the ***Bicycle Infrastructure Map***.

Allenstown could expand upon the Statewide and Regional bicycle systems and create a local route system utilizing existing paths and roads. With a fairly small investment, the Town could choose to sign a local bicycle recreational loop or a small commuting network to connect neighborhoods with the State and Regional systems. In a small community like Allenstown where most local roads experience low levels of traffic, bicycles can usually safely share the road with motorists and a signage plan could go a long way. Over time, some road improvements could be made along select curves, slopes, or blind drives, further improving bicycle safety. By creating a local bicycle infrastructure, members of the community have the ability to travel within Town for employment, shopping, and recreational purposes without driving.

Bear Brook State Park contains numerous trails for walking and bicycling as well. Because of the recreational opportunities located in the Park, it draws visitors from the entire region. Creating a local bicycle network that links with Bear Brook would further enhance the recreational opportunities in Allenstown as well as encourage visitors of the Park to explore Allenstown.

Private Roads

Private roads are roads that have been constructed but, for various reasons, are not Town-owned roads. There is currently limited Town adopted policy regarding private roads, their construction, maintenance, or the Town's acceptance of them. Emergency services also have concerns about their ability and duty to respond to calls for assistance from residents on private roads. Many communities do perform minimal maintenance and/or snow removal on private and class VI roads, but the town must understand and follow the NH laws and case examples dealing with these activities.

In the NH case of *Clapp v. Town of Jaffery* the Court supported the constitutional requirement that public funds be spent only for public purposes. The Court found that plowing of private roads would only be legal if the activity is secondary and incidental to the town and that those benefiting from the plowing reimburse the town so that no public funds are spent.

In 1994 the NH Legislature enacted RSA 231:59-a "Emergency Lanes" as a means for communities to provide snow removal and minimal maintenance to private and class VI roads. The RSA stipulates that for the town to undertake such maintenance, the road must be declared an "emergency lane". A public hearing must be held to declare any private road as such and notice be given to all those with an interest.

Allenstown Subdivision Regulations (June 2001) outline the requirements of constructing a private road as part of a new subdivision. For each private road a maintenance agreement shall accompany the plan and be recorded at the County Registry of Deeds. This agreement outlines the responsibilities of the Town and Landowner. The Regulations also stipulate that 50 feet of right-of-way exist for a private road.

The ***Private Roads, Trails, and Bridges Map*** illustrates the locations and names of private roads known to be found in Allenstown.

Class VI Roads and Trails

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and are almost always gravel or unimproved dirt. A Class V road can become a Class VI road if the Town has not maintained it for five years or more.

The Town of Allenstown (June 2001) requires that for any subdivision or lots of a subdivision to access a Class VI road, that the road be upgraded to town minimum standards. The Subdivision Regulations further specify that subdivisions on Class VI roads are generally discouraged, though conditional approval may be granted.

State Statute also addresses Class VI roads and any potential building along them in RSA 674:41. Under this RSA, section I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the "local governing body" (Town Selectmen) who may, after "review and comment" by the Planning Board, vote to authorize building along that particular Class VI road, or portion thereof. Without such a vote, all building is prohibited. Even if the Board of Selectmen does vote to authorize building, the law states that the municipality does not become responsible for road maintenance or for any damages resulting from the road's use. The purpose of RSA 674:41, I(c) is to prevent scattered and premature development.

Across the State, many communities are beginning to look at Class VI roads as candidates for designation as Class A Trails because they have little or no development associated with them, are scenic, have no inherent liability concerns, public access is already allowed, and also serve to connect large areas of open space, conservation, and/or agricultural lands. By reclassifying certain roadways that meet these criteria to Class A Trails, the community could be taking a step in creating a community-wide system of greenway trails. Unlike Class VI roads that the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited by New Hampshire Statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail.

Class VI roads and Class A & B trails are an important component of a Town's transportation infrastructure because they personify the community's rural character and provide vast recreational opportunities. The ***Private Roads, Trails, and Bridges Map*** will provide information as to where current trails exist, where Class VI Roads are located, and which Class VI Roads may be good candidates for Class A Trail designation.

Parking and Public Transportation

Parking and public transportation are usually the two issues that most towns spend the least time planning, studying, or regularly setting aside money for, yet they are the very issues that most residents will identify as services in Town that need improvement. Parking in Allenstown has not been an issue raised by the residents, the desire for public transportation, however, was displayed in the survey results and at the visioning session.

Question thirty-five of the Allenstown Community Survey asked residents what recreational facilities they would like the town to develop or improve. Of seventeen different choices, the option “Extension of Concord Area Transit” was selected the most at 179 times. During the Visioning Session and during discussions with middle school students, the extension of Concord Area Transit to Allenstown was of key interest.

The Central NH Regional Planning Commission and the Concord Area Transit, with funding from the NH Department of Transportation, conducted a survey of Pembroke and Allenstown to quantify interest in an extension of Concord Area Transit to both communities in 2001-2002. The survey results were favorable enough for everyone involved to progress to the next step in supporting the extension, searching for funding to cover the costs.

Bridge Network

Bridges are a vital component of the highway system, as they connect road segments across streams, lakes, rivers, and other roads. Bridges are the most expensive sections of roads and the lack of adequate bridges creates transportation bottlenecks. Currently, there are a total of 7 bridges in the Town of Allenstown.

Table VIII-14 below, as well as the ***Private Roads, Trails, and Bridges Map***, provides more detailed information on the seven bridges in Town.

Table VIII-14
Allenstown Bridges

Location	Crossing	Owner	Notes
US Route 3	Suncook River	State & Local	Structurally Deficient Red Listed – Scheduled to be improved
NH 28	Boat Meadow Brook	State	
River Road	Boat Meadow Brook	Town	
NH 28	Suncook River	State	
Deerfield Road	Bear Brooke	State	
Podunk Road	Bear Brook	State	
Deerfield Road	Pease Brook	State	

Source: NHDOT Mini Bridge List & NHDOT Red List Summary (2002)

RECENT STATE AND LOCAL ROAD IMPROVEMENTS

State Improvements

The NH Department of Transportation and the State as a whole has adopted a long-range planning approach to the development and funding of transportation projects throughout the State. This process and resulting document is the statewide Transportation Improvement Program (TIP). A TIP is a comprehensive program that involves municipalities, regional planning commissions, the New Hampshire Department of Transportation, the Governor's Advisory Council on Intermodal Transportation (GACIT), the Governor and Legislature of New Hampshire, and the federal government.

The TIP process typically starts at the regional planning commission level, although it is beneficial if the process is first initiated at the municipal level. All regional planning commissions within New Hampshire prepare a TIP every two years based on input from local municipalities, NHDOT, and each planning commission's Transportation Advisory Committee (TAC). The NHDOT then takes the regional TIPs and incorporates the projects with the highest level of support into the 10-Year STIP, adding their own input and specific projects. From NHDOT, the Governor's Advisory Committee on Intermodal Transportation (GACIT), the Governor, and the Legislature review the 10-Year STIP. After final approval, the 10-Year STIP then becomes the transportation project guide for the upcoming years.

The New Hampshire Department of Environmental Services (NHDES) reviews the 10-Year STIP and provides comments to NHDOT. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Environmental Protection Agency (EPA) review the first three years of the 10-Year STIP. Upon review of the document, these agencies verify that the projects meet all of the federal regulations and approve them for implementation.

Table VIII-15
Allenstown Projects in the STIP

Year	Project	Cost
2003-2005	Replace US 3 Bridge	\$ 7,400,000

Source: STIP, 2002

Local Improvements

The Allenstown Highway Department conducts local road improvements and maintenance. Generally, a year or two in advance, the Highway Department will identify what major project will be undertaken next based on need, traffic volumes, and local consensus. Recently, a portion of Granite Street was reconstructed.

While this method of maintenance may not be the most advanced or complex, the Community Survey results demonstrate that a large majority of respondents are pleased with the current condition of roads in Allenstown, perhaps indicating that the current system is working rather well. If in the future residents begin to feel maintenance could be improved, perhaps a more structured improvement schedule could be explored.

TRANSPORTATION FUNDING OPPORTUNITIES

Transportation includes bicycle lanes, bridges, trails, as well as roads and is a very important part of a community. The creation, maintenance, and improvement of these systems are necessary for Allenstown to meet the needs of its residents and to provide a reliable transportation network. The following programs and options should be reviewed by the Town as potential opportunities to meet the transportation goals set out in this Chapter of the Master Plan.

Federal Programs and Resources**Transportation Equity Act for the 21st Century (TEA-21)**

Enacted in June of 1998, this multi-billion dollar federal legislation authorizes the Federal Surface Transportation Programs for highways, highway safety, and transit for a six-year period (1998-2003). Essentially, this act served to reauthorize and expand ISTEA, which expired in 1997. TEA-21 is the parent legislation that funds a variety of transportation programs including the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Transportation Enhancement (TE) Program.

Transportation Enhancement Funds (TE)

The Transportation Enhancements Program (TE) is another viable source for improving roads in communities. Funding for the TE program is slightly more than \$3 million dollars in the State annually. These funds are provided in an 80/20 match, with the State paying for the majority of the project cost. Typical examples of projects eligible for TE funds include:

- ? Facilities for bicyclists and pedestrians;
- ? Safety and education activities for bicyclists and pedestrians;
- ? Acquisition of scenic easements and scenic or historic sites;
- ? Scenic or historic highway programs;
- ? Rehabilitation and operation of historic transportation buildings, structures, and facilities;
- ? Preservation of abandoned railway corridors; and
- ? Establishment of transportation museums.

Congestion Mitigation and Air Quality Funds (CMAQ)

The Congestion Mitigation and Air Quality program (CMAQ) is another viable source for improving roads in communities. Funding for the CMAQ program is in the vicinity of \$10 million dollars in NH biennially. These funds are also provided in an 80/20 match, with the State paying for the majority of the project cost. Projects applying for CMAQ funds must demonstrate a benefit to air quality and often include sidewalk, transit, and rail projects.

Federal Aid Bridge Replacement Funds

These funds are available for the replacement or rehabilitation of Town-owned bridges over 20 feet in length. Matching funds are required and applications for funding are processed through the NHDOT's Municipal Highways Engineer.

State Funding Sources

Highway Block Grants

Annually, the State apportions funds to all cities and towns for the construction and maintenance of Class IV and V roadways. Apportionment “A” funds comprise not less than 12% of the State Highway budget and are allocated based upon one-half the total road mileage and one-half the total population as the municipality bears to the state total. Apportionment “B” funds are allocated in the sum of \$117 per mile of Class V road in the community. Block grant payment schedules are as follows: 30% in July, 30% in October, 20% in January, and 20% in April. Any unused funds may be carried over to the next fiscal year.

State Bridge Aid

This program helps to supplement the cost to communities of bridge construction on Class II and V roads in the State. Funds are allocated by NHDOT in the order in which applications for assistance are received. The amount of aid a community may receive is based upon equalized assessed valuation and varies from two-thirds to seven-eighths of the total cost of the project.

Town Bridge Aid

Like the State Bridge Aid program, this program also helps communities construct or reconstruct bridges on Class V roads. The amount of aid is also based upon equalized assessed valuation and ranges from one-half to seven-eighths of the total cost of the project. All bridges constructed with these funds must be designed to support a load of at least 15 tons. As mandated by State Law, all bridges constructed with these funds on Class II roads must be maintained by the State, while all bridges constructed on Class V roads must be maintained by the Town. Any community that fails to maintain bridges installed under this program shall be forced to pay the entire cost of maintenance plus 10% to the State Treasurer.

Local Sources of Transportation Improvement Funds

Local Option Fee for Transportation Improvements

New Hampshire RSA 261:153 VI (a) grants municipalities the ability to institute a surcharge on all motor vehicle registrations for the purpose of funding the construction or reconstruction of roads, bridges, public parking areas, sidewalks, and bicycle paths. Funds generated under this law may also be used as matching funds for state projects. The maximum amount of the surcharge permitted by law is \$5, with \$.50 allowed to be reserved for administering the program.

Impact Fees

Authorized by RSA 674:21, communities can adopt an impact fee ordinance to offset the costs of expanding services and facilities that must be absorbed when a new home or commercial unit is constructed in Town. Unlike exactions, impact fees are uniform fees administered by the building inspector and are collected for general impacts of the development, as opposed to exactions that are administered by the Planning Board and are collected for specific impacts unique to new site plans or subdivisions on Town roads. The amount of an impact fee is developed through a series of calculations. Impact fees are charged to new homes or commercial structures at the time a building permit is issued.

When considering implementing an impact fee ordinance, it is important to understand that the impact fee system is adopted by amending the Zoning Ordinance. The law also requires that communities adopting impact fees must have a current Capital Improvements Program (CIP). Lastly, State law also stipulates that all impact fees collect by a community must be used within 6 years from the date they were collected, or else they must be refunded to the current property owners of the structure for which the fee was initially collected.

Capital Reserve Funds

This is a popular method to set money aside for future road improvements. RSA 35:3 mandates that such accounts must be created by a warrant article at Town Meeting. The same warrant article should also stipulate how much money will be appropriated to open the fund, as well as identify which Town entity will be the agent to expend the funds. Once established, communities typically appropriate more funds annually to replenish the fund or to be saved and thus earn interest that will be put towards large projects or expenditures in the future.

SUMMARY

Mobility is of key importance to the residents of Allentown as most travel to work in communities located to the north and south along US Route 3. US Route 3 has also become one of the commercial centers of Allentown and must be preserved as a functioning transportation link to encourage continued economic development.

Just as US Route 3 is vital to drivers, because of the associated commercial and residential development on both sides of it, crossing US Route 3 is necessary for pedestrians. Allentown cares about the pedestrian opportunities in Town and has a well-established sidewalk network, but to truly encourage walking as an alternative to driving and as a healthy recreational activity, pedestrians must be able to safely cross US Route 3.

The transportation network of a community connects people to one another and to necessary goods and services. It also serves as a way for residents to travel to work and for commuters to travel through town. The transportation network must be preserved and planned for so that it will continue to function adequately, as more houses are built and more commercial development moves in. A step toward preservation is the continued pursuit of expanded pedestrian and bicycle facilities as well as expanded public transportation. The objectives and recommendations within this chapter serve to meet these aims.

Chapter IX

EXISTING AND FUTURE LAND USE

INTRODUCTION

Increased population growth, evolving housing needs, as well as changing social and economic trends discussed throughout the Master Plan have had a direct impact on the landscape of the community. Because land is a finite resource, thoughtful use of land is a critical issue for all communities. How Allenstown utilizes its land has a direct impact on aesthetics, community character, transportation infrastructure, housing affordability, as well as the tax base.

The purpose of this Chapter is to identify and explore land use trends in Allenstown, discuss how regulations impact such trends, as well as offer recommendations as to what regulatory steps should be taken in the future to meet the growing housing and economic needs of the community.

Key themes identified from the Community Survey include: use the land wisely since there is not an abundance of it; Allenstown is a nice community; and place the town tax rate into perspective by comparing it to abutting towns. The Community Visioning session's main outcomes were, for the Land Use group, the need to lower taxes; need bussing for Pembroke Academy students from the Bear Brook State Park area; lack of sufficient signage on Deerfield Road; need for signs indicating "Entering Allenstown"; and to encourage non-gas station or non-fast food commercial development on Route 3.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To encourage businesses to locate to Allenstown that will sustain or increase the economic vitality of the Town.
 - ? Reestablish the Economic Development Committee.
 - ? Produce a marketing brochure, update the business directory, and promote existing businesses on the Town website.
 - ? Provide or expand existing sewer and water services to commercial and industrial businesses.
 - ? Develop a streetscaping program for Main Street with consistent landscaping, benches, historic markers, and signage to invite people to Allenstown.
- To revise, or rewrite where necessary, the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations to promote consistency with all three documents and with regulations that will further protect the developable land and natural resources in Allenstown.
 - ? Develop aquifer protection regulations to protect groundwater drinking supplies.

- ? Develop steep slope (greater than 15%) development regulations to protect land and buildings.
- ? Develop wetlands setback regulations, and note the Comprehensive Shoreland Protection Act within the regulations.
- ? Investigate the necessity and applicability for an Impact Fee Ordinance.
- ? Require that best management practices (BMPs) be followed for erosion and sedimentation control, as well as for stormwater run off.
- To promote Bear Brook State Park as an asset to the community.
 - ? Meet with Bear Brook State Park representatives to determine how the Town and the State can work cooperatively.
 - ? Work with State legislators and Senators to ensure that recreation in the Park remains non-motorized.
 - ? Capitalize on the potential tourism dollars that Bear Brook State Park can bring to Allenstown by encouraging food and service kiosks, sporting equipment shops, casual dining establishments, etc.
- To maintain the slow and steady growth rate of housing in Allenstown.
 - ? Draft a Growth Management Ordinance after careful consideration of growth trends and, if warranted, present it to the Town Meeting for passage.
 - ? Maintain ordinances that limit any additional manufactured home parks from developing in the Town.
- To encourage setting aside land for future community service needs (schools, parks, a senior center, hospital, new library, etc).
 - ? Encourage the establishment of a Grant Search Committee for Allenstown.
 - ? Seek funds for the procurement of land for community services.
 - ? Seek funds for community development programs.

- To encourage the modernization and streamlining of the Planning and Zoning Boards.
- ? Create a part-time Planning Board/Zoning Board coordinator position to be responsible for collecting of applications, noticing, mailings, and other clerical work.
- ? Research, record, and monitor grandfathered gravel operations.
- ? Encourage the use of the Central NH Regional Planning Commission for application review and comment for more intensive proposals.

COMMUNITY SURVEY RESULTS

Responses to the Community Survey's question regarding the preferred areas of business growth in Allenstown are depicted in Table IX-6. People could choose as many of the enterprises they wanted. Of the types offered, respondents most highly favored the addition of sit-down restaurants (72%), small manufacturing firms (72%), and retail business shops (70%). This indicates a lack of these types of enterprises, essential services, within Town. Residents must drive outside of Allenstown to meet these needs.

The general response that commercial/business/industrial and residential growth should be encouraged, but regulated, and that growth was also not a major issue in Allenstown (29%) were other measurable aspects of the Community Survey results.

Table IX-1
Should Allenstown try to encourage
commercial/business/industrial (non-residential)
growth?

	Total	Percent
Yes	349	74.1%
No	72	15.3%
Unsure	36	7.6%
No Opinion	14	3.0%
Grand Total	471	100.0%

Table IX-2
Do you believe that residential growth
(construction of homes & increase in population)
is an important issue in Allenstown?

	Total	Percent
Yes	291	62.4%
No	122	26.2%
Unsure	40	8.6%
No Opinion	13	2.8%
Grand Total	466	100.0%

Table IX-3
If Allenstown experiences residential growth faster
than neighboring communities, should the Town
implement policies to limit the number of new
homes that are built in Town?

	Total	Percent
Yes	331	70.7%
No	71	15.2%
Unsure	45	9.6%
No Opinion	21	4.5%
Grand Total	468	100.0%

Table IX-4
In your opinion, which best describes Allenstown's
rate of overall growth:

	Total	Percent
Too Fast	48	10.3%
Too Slow	73	15.7%
Equal to Neighbors	89	19.2%
Not A Major Issue	136	29.3%
Unsure	79	17.0%
No Opinion	39	8.4%
Grand Total	464	100.0%

Clinics/health/dental offices were also rated highly at 68%, possibly the result of a need for convenient access for the aging population or for those without transportation. Professional offices (66%) and commercial/industrial firms (64%) rounded out the top desirable businesses that respondents feel should be encouraged. These types of businesses are congruent with comments listed in the *Appendix*, under *Additional Survey Comments*, that addressed a desire to lower taxes through expansion of the tax base.

Table IX-5
Should the Town create or maintain regulatory standards for the following?

	Yes	No	Unsure	No Opinion	Percent Yes	Percent No	Percent Unsure	Percent No Opinion
Ground Water Protection	402	17	20	21	87.4%	3.7%	4.3%	4.6%
Construction on Steep Slopes	244	66	84	54	54.5%	14.7%	18.8%	12.1%
Sand Pits/Gravel Excavation	283	56	61	51	62.7%	12.4%	13.5%	11.3%
Logging Operations	282	76	55	40	62.3%	16.8%	12.1%	8.8%
Landscaping Guidelines	292	73	56	36	63.9%	16.0%	12.3%	7.9%
Noise Ordinance	358	51	27	22	78.2%	11.1%	5.9%	4.8%
Lighting Requirements	306	52	55	41	67.4%	11.5%	12.1%	9.0%
Setbacks from Water Bodies	287	40	86	40	63.4%	8.8%	19.0%	8.8%

Table IX-6
How should Allenstown respond to prospects for growth in each of the following areas?

	Encourage	Discourage	Stay As Is	Grand Total	Percent Encourage	Percent Discourage	Percent Stay As Is
Building Trades	232	17	137	386	60.1%	4.4%	35.5%
Child Care Centers	240	14	164	418	57.4%	3.3%	39.2%
Farms	189	28	199	416	45.4%	6.7%	47.8%
Home Businesses	218	31	154	403	54.1%	7.7%	38.2%
Clinics/Health/Dental Offices	288	8	129	425	67.8%	1.9%	30.4%
Gas Stations	54	102	256	412	13.1%	24.8%	62.1%
Commercial/Industrial Firms	268	61	88	417	64.3%	14.6%	21.1%
Hotels/Motels	184	132	99	415	44.3%	31.8%	23.9%
Major Retail Stores	233	109	83	425	54.8%	25.6%	19.5%
Mini-Storage	108	160	136	404	26.7%	39.6%	33.7%
Professional Offices	273	25	117	415	65.8%	6.0%	28.2%
Restaurants (sit down)	312	24	97	433	72.1%	5.5%	22.4%
Restaurants (fast food)	223	113	93	429	52.0%	26.3%	21.7%
Retail Business Shops	297	34	91	422	70.4%	8.1%	21.6%
Shopping Centers	228	104	95	427	53.4%	24.4%	22.2%
Small Manufacturing Firms	313	56	68	437	71.6%	12.8%	15.6%

EXISTING LAND USES

Calculated using a Geographic Information System (GIS), the total town acreage is 12,998.4 according to the Town's tax maps. Though sources differ, the generally accepted land acreage for Allenstown is 13,098, while water acreage is approximately 69.5 acres. Using these figures provided by the NH Office of State Planning, the total land and water acreage in Allenstown is 13,167.5, or 20.6 square miles. For analysis of the land use within the Master Plan, the town's tax map acreages will be used, and the calculations are provided in the following tables. The zoning districts' areas and descriptions are examined as well as the land uses in Allenstown in the following sections.

Zoning Districts

The Allenstown Zoning Ordinance was last amended in March, 2002. There are five established zones in Town (6,315 acres), and the remainder of the area is located within Bear Brook State Park (6,683 acres). The acreages of the town and its zoning districts were calculated using the 2001 digital tax assessor's map database. For ease of comparison, the acreages listed in this section have been rounded. The acreages are depicted in Table IX-7.

Table IX-7
2001 Zoning District Land Acreages

Zone	Acres	% of Town
Business	129.7	1.0%
Commercial/Light Industrial	253.7	2.0%
Industrial	454.7	3.5%
Residential	472.1	3.6%
Open Space and Farming	4,959.5	38.2%
Bear Brook State Park	6,683.3	51.4%
No Data	45.4	0.3%
Total	12,998.4	100.0%

Source: *Digital Tax Maps 2001* (total acres differ slightly due to rounding)

Open Space and Farming Zone (4,960 acres)

This zone permits single family dwellings on lots at least two acres in size with a frontage of 200' and two-family dwellings on lots at least four acres in size with a frontage of 200'.

Farms, forestry, agricultural operations, or nurseries may be operated in the Open Space Farming Zone. Municipal recreation, water supplies, golf courses, and family child care are permitted.

Exceptions may be granted for motels, campgrounds, airports, cemeteries, governmental uses, excavation, warehouses, towers, carports, cluster housing on lots at least 5 acres in size, group child care homes, and unobtrusive retail sales.

Any structures must be located at least 20 feet away from the streets and 30 feet from remaining lot lines.

The zone is located on the Merrimack River floodplain, east of Granite Street behind Holiday Acres and New Quarry Road, in the middle of Bear Brook State Park to the east of Dodge Road and Bear Brook Villa, and spans the northeastern corner of the Town north of Deerfield Road.

Residential Zone (472 acres)

This zone permits single family dwellings, recreational and community center buildings and grounds, family childcare homes, and residential gardens.

Exceptions may be granted for municipal uses, public utilities, funeral parlors, professional offices, two-family dwellings, apartment houses, carports, group child care centers, kindergartens, multi-family dwellings, and home occupations.

Any structure cannot be built beyond two stories or 30 feet high, and must be located at least 20 feet away from the streets and 30 feet from rear lot lines and 15 feet from side lot lines (with pool, garage, and shed exceptions). When Town water and sewer are available, lots shall have at least 100 feet frontage and an area of more than 10,000 square feet. If Town water and sewer are not available, lots shall have at least 200 feet frontage and an area of at least 40,000 square feet. No more than 40% of the lot may be covered by structures.

Livestock is not permitted in the Residential Zone.

The zone is located in the downtown area between the Suncook River and the Hooksett Town line west of Daniel Webster Highway, along a ½ mile segment of River Road, and for one mile between Route 28 and the Suncook River.

Business Zone (130 acres)

This zone permits recreational and community center buildings and grounds, family child care homes, churches, hospitals, municipal uses, funeral parlors, filling stations and automobile repair garages, garden nurseries, museums, hotels, clubs, printing plants, offices, banks, places of assembly, restaurants, businesses or utilities which are not manufacturing, and the sale of goods.

Exceptions may be granted for towers, carports, manufacturing, and automobile sales.

Livestock and businesses which emit odor, fumes, dust, smoke, or noise are not permitted in the Business Zone.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures shall be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line. No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

The zone is located between Daniel Webster Highway and Chester Turnpike, with a few parcels on the west side of Daniel Webster Highway.

Industrial Zone (455 acres)

This zone permits offices, sales outlets of goods manufactured in the zone, restaurants, filling stations, printing plants, warehouses, banks, guardhouses, schools, manufacturing, and sawmills.

Exceptions may be granted for those industries consistent with the character of the zone and may include retail sales and livestock.

Industries which emit odor, fumes, dust, smoke, or noise are not permitted.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures shall be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line. No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

This zone is located around the Suncook Wastewater Treatment Plant, in the middle of Chester Turnpike, Daniel Webster Highway, and Route 28, along the northeastern portion of River Road, and north of Martinson Lane between Route 28 and the Suncook River to Brookside Terrace.

Commercial/Light Industrial Zone (254 acres)

This zone permits hospitals, municipal uses, schools, filling stations and automobile garages, garden nurseries, printing plants, offices, banks, places of assembly, restaurants, sales of goods, and lumber yards.

Exceptions may be granted for towers, sawmills, automobile sales, and livestock.

Industries which emit odor, fumes, dust, smoke, or noise are not permitted in the Commercial/Light Industrial Zone.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures shall be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line. No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

The zone is located between Granite Street/River Road and Route 28 and between Route 28 and the Suncook River at its southernmost point.

Recommended Changes to the Zoning Districts

A review of the Zoning Map, Zoning Ordinance, and public discussions have indicated that several additional zoning districts, in the form of Overlay Districts, should be explored. A Historic District in the downtown Suncook or Route 28/Deerfield Road intersection should be examined by a Historic District Commission which would be formed at Town Meeting. Other overlay zoning districts for the protection of the river corridors, wetlands, aquifer, steep slopes and other natural features will work in harmony with the existing districts but offer more stringent regulation for the protection of the environment.

A review of the ***Future Land Use Map*** indicates only two significant areas which should be reclassified, both of which from Open Space and Farming to Residential. Both of these areas, the Holiday Acres parcel and the Bear Brook Villa parcel and surrounding landlocked parcels, are already developed with manufactured housing and no longer contribute to the Open Space and Farming designation. The Town may want to consider making minor changes to Residential and Open Space and Farming Zoning Districts. In doing so, however, the spirit of the Open Space and Farming District (larger lot sizes, single-family home only) will be compromised.

Residential development is also encroaching on the Commercial/Light Industrial and Industrial Zones, particularly along Granite Street and River Road. There are no provisions to the Zoning Ordinance for homes in these zones. One way to limit the number of commercial or industrial parcels which get converted to residential use would be to substantially limit the number of special exceptions granted for residences within the Commercial or Industrial zones. Another option is to modify the Zoning Ordinance to allow for homes in these areas or to modify the Zoning Districts.

Town Ordinances

Allenstown voters have enacted ordinances to guide the development within the floodplain areas, to guide the development of manufactured homes, to dictate the responsibility for hazardous material cleanup, to dictate procedures for disposal of solid waste, and to guide the development of cell towers and antennas in the most appropriate manner.

Table IX-8
Land Use Controls

Town Zoning Districts	Regulations and Ordinances within the Zoning Ordinance
Open Space and Farming Zone	Floodplain Development Regulations
Residential Zone	Manufactured Housing Ordinance
Business Zone	Hazardous Materials Cleanup Ordinance
Industrial Zone	Solid Waste Management Ordinance
Commercial/Light Industrial Zone	Telecommunications Towers and Antennas

Source: Town of Allenstown Zoning Ordinance, March 2002

Recommended Changes to the Town Zoning Ordinances

A cursory review of the Zoning Ordinance yielded a number of improvements, additions, and clarifications which should be addressed for Town Meeting 2004. The Planning Board is responsible for changes to the Zoning Ordinance. The suggested changes are comprehensive and it is highly recommended that contractual assistance be obtained to rewrite all, or at least portions, of the Zoning Ordinance.

- ? Refer to current RSAs in the text;
- ? Include a more accurate description of the role and responsibility of the Zoning Board of Adjustment, Building Inspector, and Planning Board;

- ? Include provisions for protection of natural features including, but not limited to: aquifer protection, shoreland protection, buildable area, steep slopes, ledge, wetlands, buffers;
- ? Update the fees;
- ? Review the list of current uses and provide more accurate definitions of the uses;
- ? Provide clarification and additional details for allowing home occupations;
- ? Expand definition section and include standard language as in most Zoning Ordinances;
- ? Clarify non-conforming language, including expand language for nonconforming uses, nonconforming lot, nonconforming building;
- ? Include more details and guidelines for campgrounds and recreational facilities;
- ? Include language to protect the river corridors;
- ? Expand and improve language for excavation RSA 155:E;
- ? Expand and improve language for junkyards;
- ? Clarify cluster housing provisions;
- ? Include a table of permitted uses including permitted uses, prohibited uses, and uses allowed by Special Exception;
- ? Include specific details for all uses allowed by special exception and by conditional use permit;
- ? Include language for variances and special exceptions;
- ? Include a dimensional use table including setbacks, frontage, height, impervious surface, buffers and etc;
- ? Include parking requirements;
- ? Include sign requirements and detailed language;
- ? Clarify accessory uses and accessory buildings;
- ? Clarify the type of housing allowed - manufactured housing, SF, multi-family, two-family, etc.; and
- ? Include lighting, landscaping, fencing requirements.

In addition, there are ordinances in the Zoning Ordinance which would be better suited to be contained in a separate publication entitled "Town Ordinances". This would contain the Hazardous Material Clean Up and Solid Waste Management Ordinances currently found in Allenstown's Zoning Ordinance. Other municipal ordinances, such as a noise ordinance, health and safety ordinance, skateboard ordinance, etc, should also be contained in this Town Ordinance document.

Land Use Regulations

The Planning Board has adopted Site Plan Review Regulations (last revision June 2001) and Subdivision Regulations (last revision June 2001). These regulations enhance the Zoning Ordinance by further specifying conditions and procedures for new development.

Subdivision Regulations

Within the regulations for subdivision of land, definitions are stated and the application procedure is outlined. Plan requirements are stated. Articles relating to conditions of scattered or premature development, improvements to existing infrastructure, and performance bonds are stated. The checklist, application, and abutters tables are attached for copying.

Site Plan Review Regulations

The regulations govern the review and approval of site plans for development, changes or expansion of use for non-residential uses or multi-family dwelling units. The all plans are either categorized as a Major Site Development or the plan may be exempt from review based on certain conditions. Procedures for application are outlined as well as the submission and plan requirements. Design conditions to fit natural and human-made environments are stated. Responsibilities, waivers, performance bonds, and recordation are similarly stated. The checklist, application and abutters tables are attached for copying.

The Planning Board is responsible for developing, maintaining, and enforcing regulations, and they can be adopted after a duly-noticed Planning Board public hearing. A cursory examination of the regulations finds that the regulations be, at the least, reorganized and clarified; however, they may warrant a rewriting of the documents. It is recommended that instead of extensive revision to the documents that they be rewritten, with contractual assistance, to reflect current planning methodologies.

Past Land Uses

The 1965 Master Plan separated the areas in Allentown into a Compact Urban Area, an Urban Fringe Area, and a Rural Area. Although these areas were not mapped, it can be assumed that the downtown comprised the Compact Urban area, development along River Road and Route 28 comprised the Urban Fringe Area, and the remainder of the Town fell into the Rural Area.

In 1965, there were 308 single-family homes, seven manufactured homes, 36 two-family homes, and 25 multi-family homes in the Urban Compact Area. Forty-six single-family homes, six manufactured homes, and one two-family home were located in the Urban Fringe Area. Sixty-five single-family homes, 14 manufactured homes, two two-family homes, and 42 seasonal homes were located in the Rural Area.

Table IX-9
Land Use, 1965

Land Use	Acres	% of Town	# of Homes	Acres of Comm/Ind
Urban Compact	336	3.6%	376	20
Urban Fringe	513	3.9%	53	5
Rural	12,335	93.5%	123	16
Total	13,184	100.0%	552	41

Source: 1965 Master Plan

In 1985, the Master Plan documented the general development trends instead of the acreages associated with land use types. The largest consideration was Bear Brook State Park. The highest density land uses occurred in the urban area between Route 3 and the Merrimack River, and the Town line and the Suncook River.

A future land use map was developed in 1985 which recommended industrial development along the majority of Route 28 and east of Granite Street/River Road, and targeted the landlocked parcels between Bear Brook State Park and Route 28 as a future development area. Commercial development was targeted between Daniel Webster Highway and Chester Turnpike (where it exists today), and the future residential areas remain identical to today's actual land use.

2001 Land Use

The *Existing Land Use Map* was created using the digital tax maps and the assessor's database from 2001. The Subcommittee's assisted with correcting and updating the land uses. Using GIS technology and identification of uses on the tax maps, approximate acreage calculations were completed for Table IX-10. For ease of comparison, the acreages listed in this section have been rounded.

Table IX-10
Land Use, 2001

Land Use	Acres	% of Town
Residential	1,883.80	14.5%
Commercial	146.7	1.1%
Mixed Use	14.9	0.1%
Industrial	30.5	0.2%
Public/Institutional	543.7	4.2%
Excavation Sites	279.2	2.1%
Bear Brook State Park	6,683.3	51.4%
Undeveloped	3,416.4	26.3%
Total	12,998.50	100.0%

Source: Digital Tax Maps 2001 (total acres differ slightly due to rounding); Subcommittee Input

Residential Land Use (1,884 acres)

Almost fifteen percent of Allentown is residential. Residential land is dispersed along the main roads of Daniel Webster Highway, Route 28, and Deerfield Road and in the downtown village area. The largest concentration of existing homes is found in the downtown on small lots. Additional concentrations are found in manufactured housing parks located along Chester Turnpike/Granite Street, River Road, off of Route 28, and off of Deerfield Road. These parks are typically situated on one large lot.

The largest potential for residential growth is the northeastern section of Town, along Deerfield Road just north of Bear Brook State Park. There are few undeveloped lots fronting existing roadways, which would make new subdivisions anywhere but in the Bear Brook State Park area difficult to build.

Commercial Land Use (147 acres)

Only 1% of Allentown's land is commercial. Small pockets of existing commercial uses are located along Daniel Webster Highway and Route 28. Along Daniel Webster Highway are strip malls and gas stations, and along Route 28 is a business park. Other than home-based businesses, there are few dedicated commercial land parcels within Allentown.

Scattered undeveloped parcels are situated along Route 28. This area, along with existing commercial development along Daniel Webster Highway, should be the place to direct future commercial growth.

Mixed Use (15 acres)

Very little land (less than half a percent) in Allenstown is categorized as mixed use. Those few which are mixed use are located along Chester Turnpike and in the downtown. Mixed use is typically a business sharing the same lot with a home.

Mixed use can have an advantage particularly in a downtown/village setting, where residences and stores can be located in the same building. Such placement encourages the development of quaint walking neighborhoods comprised of workers, stores, consumers, and residents. For this concept to be successful, an entire block or neighborhood would need to be mixed use.

Industrial Land Use (31 acres)

Most of Allenstown's industrial land, again less than half a percent, is along Canal Street in the mills along the Suncook River, along Ferry Street, and along Chester Turnpike. A spot of industrial land is located on Route 28 adjacent to the Suncook River.

Industries can bring an abundance of jobs to a community. In former mill towns, mill buildings are being revitalized to reinvigorate the local economy. In Allenstown, industrial parks can be sited along Route 28 or River Road.

Public/Institutional Land Use (544 acres)

Over four percent of Allenstown is land that is tax-exempt, owned by the Town, by the State, or by religious or non-profit groups. The largest concentrations are found along River Road. Other parcels are located in the Middle of Bear Brook State Park, off Dowst and Wing Roads, along Granite Street, and in the downtown.

Land can become public by non-payment of taxes, or other tax-exempt organizations can purchase land. Public/institutional land can be located anywhere in Allenstown.

Excavation Sites (279 acres)

Two percent of Allenstown's land is active excavation of gravel or aggregate. Quarries and pits are found on Deerfield Road at the Deerfield town line, at the end of Dodge Road, on Granite Street, and between Daniel Webster Highway and Chester Turnpike.

The location of future excavation sites is limited by the resources found at potential sites. All of the pits and quarries that are currently in operation have been active since before 1978.

Bear Brook State Park (6,683 acres)

The Park encompasses the majority of the land in Allenstown, over 51%. It stretches from the northwestern corner at the Suncook River to the southeastern corner which bounds Hooksett and Deerfield. Owned by the State of New Hampshire, the Park plays an important role in the Town's decision-making processes.

The State would have the ability to purchase additional land to annex to the Park. Since it already extends into Candia, Hooksett, Deerfield, and into Epsom, the likelihood of an expansion is something which should be considered.

Undeveloped Land (3,416 acres)

The remainder of Allentown's land, over 26%, is undeveloped. Parcels are primarily located north of Deerfield Road in the northeastern corner, in landlocked parcels between Bear Brook State Park and Granite Street/River Road, and between the Merrimack River and Main Street.

These parcels fall into many different zoning districts and could be developed as the economic and housing conditions dictate.

Land Use Considerations

Many factors come into play when examining how land is being used in a community. The decisions made today will effect how the land will be used in the future.

Comparison of Zoning Districts with Land Use

In Table IX-11, the Zoning District acreages were roughly compared with the Land Use acreages. The Business and Commercial/Light Industrial Zones used figures from the Commercial Land Use and Mixed Use categories. The Industrial Zone used acreages from the Industrial and Excavation Land Use categories. The Open Space and Farming used information from the Undeveloped and Public/Institutional categories. Although not exact, for residential and commercial land uses a rough comparison can be made between the Zoning Districts and existing land use:

Table IX-11
2001 Zoning District Land Availability

Zone	Acres	Acres Developed (Land Use)	Acres Available
Business	129.7	161.6	221.8
Commercial/Light Industrial	253.7		
Industrial	454.7	309.7	145.0
Residential	472.1	1,883.80	-1,411.7
Open Space and Farming	4,959.5	3,960.1	999.4
Bear Brook State Park	6,683.3	6,683.3	0.0
No Data	45.4	----	----
Total	12,998.4	12,998.5	

Source: Digital Tax Maps 2001 (total acres differ slightly due to rounding); comparisons to land use database

The largest disparity is between the Residential Zoning District acreage and the Residential Land Use. The Town should consider rezoning the Residential District to be consistent with the land use patterns. Residential development has encroached on the commercial and industrial zones along River Road and Chester Turnpike through the granting of variances. Since developable land is limited, an effort should be made to curtail further residential growth in this area.

Commercial and Industrial Development

A limited number of undeveloped properties are available for commercial or industrial development. The majority of them are currently on the market.

Table IX-12
Available Commercial and Industrial Parcels

Property Name	Location	Approx Acres	Zone	Suitability
Plourde	Allenstown Rd		Commercial	Shopping center
Defosses	Allenstown Rd	5	Commercial	
Defosses	Granite Street	5 ac	Commercial	
Marshall	Route 28/Chester Tpke	12.86	Commercial	Strip mall
LaVoie	Route 28	36	Comm/Light Ind	
Vega	Route 28	2.24	Comm/Light Ind	
Parcel*	Pine Acres Road	32	Industrial	
Parcel*	River Road/Dodge Rd	59	Industrial	Hospital
Parcel	Granite Street	5.286	Industrial	
Parcel	Granite Street	8.114	Industrial	
Total		165.5		

*Source: Subcommittee Input *not for sale*

Allenstown should encourage commercial development to the best of its ability to help strengthen the tax base and provide services, goods, and employment to Allenstown residents. Since commercial and industrial land is limited, a concerted effort should be undertaken to determine the suitability of these and other appropriate parcels and develop an active marketing campaign to target those businesses and industries best suited to locate to these parcels. The formation of an Economic Development Committee would be of great assistance to this endeavor.

Bear Brook State Park Effect

The Park covers over half the land area of the town, making Allenstown one of the few towns in the state with such a high percentage of public lands. The Park's 40 miles of trails provide recreational opportunities for the residents of the town as well as for the thousands of visitors from the nearby cities of Manchester, Concord, and Portsmouth, as well as many out of state visitors. Much of the wellhead protection area around the Allenstown/Pembroke public water supply is located within the park.

The Town receives an amount of money, typically \$14,000-\$17,000, from the State of New Hampshire every year which is the equivalent of the current use tax monies the area would generate if it were in private ownership. While this small amount cannot cover the costs involved for policing, fire protection, and road maintenance, the Town is in fact receiving funds from the State for Bear Brook State Park. Communication to the Town about Park activities could be enhanced by the NH Department of Resources and Economic Development, and any land use decisions in Allenstown should consider how the Park may impact those decisions.

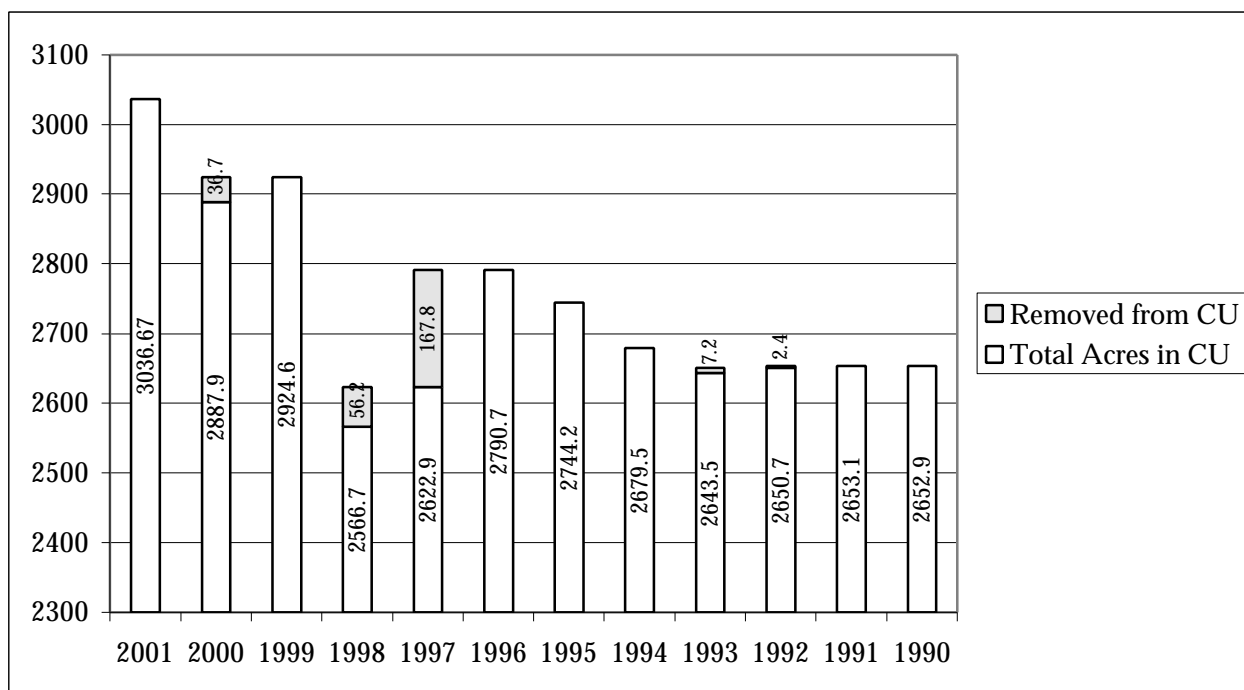
Current Use

In 1973, the New Hampshire State Legislature enacted RSA 79-A:1 as a result of increased awareness by the State that preservation of open space was in the public interest and that the tax structure was often an obstacle to preservation. Financial burdens were being placed on individuals with large open space land holdings, since property taxation was based on the highest and best use of the land. Thus, the Legislature approved the Current Use tax assessment of property, which allows open land to be assessed at a lower tax rate than the other land uses with the stipulation that the land remain as open space. Any change that disqualifies the land from the Current Use assessment would result in a penalty equal to ten percent of the fair market value of the property. This legislation has been an important element in the preservation of open space and has made it possible for many individuals to retain their property as open space.

Current Use Trends

Between 1990 and the end of 2001, Allentown has slowly been increasing the number of acres in current use as depicted in Figure IX-1:

Figure IX-1
Acres in Current Use vs. Removed from Current Use, 1995-2000



Source: Allentown Annual Town Reports for Current Use Acreage, with Acres Removed calculated by year

Tables X-13 through X-16 indicate an increase in the residential population of Allentown. The result of this increase, although smaller than the majority of its abutting communities, has been the creation of more residential lots and subdivisions over the past decade.

Table IX-13
Population Increase, 1990-2000
Allenstown and Abutting Communities

	% Increase, 1990-2000
Allenstown	4.2%
Bow	29.8%
Deerfield	17.7%
Epsom	12%
Hooksett	33.7%
Pembroke	5.1%

Source: 1990 US Census & 2000 US Census

While the population in Allenstown increased 4.2% from 1990 to 2000, surrounding towns (with the exception of Pembroke) experienced population increases of 12% or higher.

Table IX-14
Dwelling Unit Increase, 1990-2000

Building Permit Period of Analysis	1990	2000	% Increase
Total Number of Single Family Units	701	763	8.8%
Total Number of Manufactured Units	625	779	24.6%
Total Number of Multifamily Units	542	551	1.7%
Total Number of Dwelling Units	1,868	2,093	12.1%

US Census 1990 and 2000

Although Allenstown's population increased 4.2%, the number of dwelling units increased 12.1%. This could be attributed to apartments or larger family sizes.

Table IX-15
New Residential Building Permits Issued by Housing Type, 1990 – 2001

Housing Type	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	12-Year Total
Single Family Homes	3	4	4	17	6	5	2	2	10	9	3	8	73
Multi Family Homes	1	0	0	0	0	0	0	0	7	1	0	0	9
Manufactured Homes	0	0	0	2	11	18	40	15	38	30	24	17	195
Yearly Totals	4	4	4	19	17	23	42	17	55	40	27	25	277

Source: CNHRPC Development Trends Report, Residential Building Permits 1990-2000; 2001 Allenstown Town Report

Excerpted from the **HOUSING CHAPTER**, Table IX-15 indicates that 277 new residential permits were issued for a period of almost 12 years. Many of these were for replacement manufactured homes.

Table IX-16
Type of Structure as Total Percent of Development, 1990-1999

	Allenstown	Bow	Epsom	Pembroke	CNHRPC Region Average
Single Family Units as % of Total Development	31%	100%	6%8	86%	74%
Multifamily Units as % of Total Development	1%	0%	4%	1%	10%
Manufactured Units as % of Total Development	67%	0%	24%	7%	13%
Commercial Structures as % of Total Development	1%	0%	3%	5%	2%
Industrial Structures as % of Total Development	0%	0%	0%	0%	1%

Source: CNHRPC Residential, Commercial, and Industrial Development Trends final Jan 2000, 1990-1998

Compared to abutting towns, Allenstown has more manufactured housing units and fewer single-family housing units. The percentage of commercial and industrial structures in Allenstown (about 1%) is slightly less than the average as found in the Central NH Region.

Development Constraints

When planning developments, many natural features of the land must be taken into account, such as aquifers, surface water and wetlands, locations of floodplains, and the presence of steep slopes and hydric soils. These constraints to development, as well as land permanently protected from development, are illustrated on the ***Development Constraints Map***.

Hydric soils are soils that are poorly or very poorly drained and are not suitable for development. Although not available in digital form for depiction on the ***Development Constraints Map***, the locations of very poorly drained soils strongly correlate with the locations of wetlands as determined by the National Wetlands Inventory. There is also a very strong correlation between the location of hydric soils and watercourses. In many cases, the hydric soils and wetlands drain into water bodies, streams, and intermittent streams.

Steep slopes are found throughout Allenstown. Although many are located in Bear Brook State Park, many are also located along Daniel Webster Highway at the Hooksett border, south of Deerfield Road and west of Route 28, and in the northeastern corner of Town. These features will impede development in these areas. Additionally, wetlands are concentrated in the Park but are also found in the northeastern corner, along River Road, along Boat Meadow Brook south of Dodge Road, and along the Suncook River.

Allenstown has neither steep slope (greater than 15%) nor wetlands regulations. These planning tools require developers to work around these environmental constraints, protecting both humans and the environment. The Town should adopt these regulations. Considering the large amount of shoreland along the Merrimack and Suncook Rivers, the Comprehensive Shoreland Protection Act regulations should be specifically listed within Allenstown's regulations.

Development constraints are also discussed in the **NATURAL FEATURES CHAPTER**.

CONSTRUCTION MATERIALS

This section identifies all known sources of sand and gravel deposits, their location, and the estimated extent of permitted excavations. In addition, the construction materials section contains the reports filed with the Planning Board by the owners of the grandfathered excavation sites.

The *Existing Land Use Map* illustrates the permitted excavation operations throughout Allenstown. This helps determine the impact to the natural resources on those sites and how the depleted sites should be reclaimed.

Earth Excavation

Chapter 155:E of the New Hampshire Revised Statutes Annotated was enacted August 24, 1979. Although it has been revised considerably since then, the substance of the law remains the same: the municipality is responsible for the regulation of excavation of earth materials to be used as construction aggregate.

The law states that permits are required for any excavation operation unless the operation was active in the 2-year period before the law was enacted August 24, 1979, if it is used for highway construction, or if it is attached to a stationary manufacturing plant. Grandfathered operations (operations which produced material of sufficient weight or volume that was commercially useful in the 2-year period before August 24, 1979) are subject to the operational and reclamation standards laid out in the law, and they also must apply for a permit if they wish to expand their operation. In order for a grandfathered operation to retain its status, it must have filed an Excavation Report with the Planning Board no later than August 4, 1991. Failure to do so results in loss of grandfathered status, and a permit must be requested in order to continue work. The permit requires more stringent standards than the ones that must be complied with in order to run an excavation operation without a permit.

Excavation operations being used exclusively for State or local highway construction do not need a permit; however, the Planning Board must have on file an agreement between the pit owner and the State or local government. This type of excavation must not operate in violation of local zoning, unless an exemption has been granted.

A permit is not required for an excavation operation that on August 4, 1989 was contiguous to or on land contiguous to a stationary manufacturing plant that was in operation as of August 24, 1979 and used earth from the excavation site. No additional permits are required for excavation sites connected to stationary manufacturing plants for which permits had been issued by state or local government since August 24, 1979. These operations are subject to the standards set forth in the permits issued to them for their operation.

Table IX-17 documents those excavation operations ("pits") which are so grandfathered in Allenstown:

Table IX-17
Excavation Operations (all Grandfathered)

Name	Description or Location
Plourde	Between Route 3 and Chester Turnpike
Tamchar Aggregate	Granite Street/New Quarry Road
Verville	Dodge Road
Wasson	Deerfield Road at Deerfield Town Line

Sources: Subcommittee Research and Input

Interestingly, all of the four known existing excavation pits are grandfathered, thus not requiring a permit.

Timber Harvesting

The largest forest resource in Allenstown is Bear Brook State Park which covers approximately 6,700 acres of the town. The NH Department of Resources and Economic Development selects areas of the park to be logged based on the Bear Brook State Park Management Plan. Foresters from DRED mark and tally the trees to be cut. A contractor is awarded the right to harvest the trees through a competitive bid process. The revenue from the sale of the lumber to the contractor is mostly deposited in the State's General Fund, with a small portion going to DRED's Forest Management and Protection Fund. The stumpage tax for the sale goes to the Town, just as if the timber sale had occurred on private property. On average there is one timber sale in Bear Brook State Park each year. In 1997, the Town received \$16,920 in timber tax revenue, while in 1998, 1999, and 2000, \$0 was collected. In 2001, however, \$12,087 was received.

While the majority of Allenstown's (non-Bear Brook State Park) land is undeveloped, only a small percentage of the (private) land is harvested for timber.

FUTURE LAND USE

Once an idea is established for how land is currently being utilized in a community, an examination is completed to discuss how land would be best used in the future. Factors to consider include road access and frontage, environmental constraints, already developed parcels, and state or federal land. Future land use is best illustrated in mapped form, which frames the basis for discussions.

Issues Allenstown Should Consider

Allenstown has a number of unique issues. The large acreage of Bear Brook State Park (over 51%) has a profound impact on development patterns, yet Allenstown has little control over the future use of this land. The downtown lacks of "typical" downtown components, such as businesses, poses a challenge for community identity and mixed use opportunities. Many homes on Main Street have that historic character residents cherish but they reside squarely next to homes in need of repair or which are not architecturally compatible.

Commerce and industry are primarily located on the main thoroughfare of Daniel Webster Highway. Stores are accessible by car, but are situated as to not be pedestrian friendly and are not connected with the residential downtown nor are they safely walkable from the manufactured housing park on Granite Street.

Residential lots are becoming more scarce, with the most development occurring in the northeastern corner next to Bear Brook State Park. Manufactured home parks have little room to expand, and land use ordinances strictly regulate their further development.

The Future Land Use Map

A ***Future Land Use Map*** is intended to guide future decisions regarding potential zoning and land use changes in order to preserve the assets of the Town and make consideration for elements such as businesses, homes, and industries already established. As illustrated by the ***Existing Land Use Map***, much of Allenstown's existing road frontages have been developed and the northeastern corner is bringing in many more single family homes.

With these considerations, the ***Future Land Use Map*** outlines the areas where future residential, open space, commercial, and industrial growth can occur. Interestingly, the configuration closely resembles the existing Zoning patterns, with the exception of future residential uses being identified on existing manufactured home park parcels. This Future Land Use can be a model for new growth and can serve to assist with the rezoning of districts in Town.

Historic/Commercial Main Street

Allenstown does not have a typical "downtown" configuration. Main Street is bordered by homes and schools, but there are no commercial enterprises. Across the Suncook River in Pembroke, Main Street has the traditional look and businesses capable of sustaining a downtown. In order for Allenstown to obtain the historic the Main Street downtown atmosphere it desires, a streetscaping program should be developed. Architecturally consistent and pleasing lighting, benches, trees, historic markers, and signs can help to bring the community together by encouraging a sense of pride and ownership. In addition, beautifying Main Street in this way will encourage visitors, passers-by, and businesses to better appreciate what Allenstown has to offer.

Commercial and Industrial Uses

The most noticeable commercial areas in Allenstown are the strip malls along Daniel Webster Highway from the Route 28 intersection to the Hooksett border. Gas, grocery, retail, and fast food stores offer goods and services to residents and motorists alike. In the same area are an excavation site and industrial businesses such as repair shops. The Suncook Business Park along Route 28 offers a convenient location for professional offices and wholesalers. Another gas station and convenience store are located near the junction with Deerfield Road. Home-based businesses are scattered throughout Town.

Allenstown will need to carefully consider the type and location of businesses it wants to solicit since land is not readily available for development. Several parcels were identified in Table IX-12 which could serve many commercial and industrial purposes. Ideally, a community would have a balance of both commercial and industrial to serve both employment and economic needs.

Allenstown should focus its future commercial development in the areas which can support that type of land use. These areas typically, but not always, include those parcels with municipal water and sewer. Siting next to existing businesses creates a destination for shoppers. Pedestrian facilities such as sidewalks, crosswalks, benches, and walk signals should be installed to cater to the many people who live nearby. The Community Survey results have identified the pedestrian facilities as a strong need.

For industry, again future development should be focused in areas where such enterprises already exist. Infrastructure (water and sewer) is important, but it is not likely these will be provided on River Road or north on Route 28 within the foreseeable future. An industrial park may be best suited for River Road.

Residential Uses and Lot Sizes

Allenstown residents live in the downtown area, on Deerfield Road, or in one of seven manufactured housing parks located throughout Town. Easily developable residential land is diminishing, and much of what remains is covered with wetlands or steep slopes, or is landlocked. In order to adequately plan for housing development over the next ten years, a buildout analysis should be conducted. The buildout analysis examines and maps, parcel by parcel, the potential buildable residential, commercial, and industrial lots according to the Zoning Ordinance. The buildout analysis can also provide scenarios based upon different lot sizes for residential development, allowing Allenstown to visualize what impacts a change in the Zoning Ordinance might have on the Town.

Future residential development should be focused to areas with existing residential development. Innovative ways to address the future residential land-housing crunch should be sought in the present before the issue becomes too large to solve.

Manufactured Home Park Expansion

A manufactured housing ordinance was passed to curtail the disproportionate ratio of manufactured housing in Allenstown compared to the average of the Central NH region. The ordinance permits the issuance of one new manufactured home building permit for every 15 traditional stick-built residential homes. Replacement of older homes is encouraged. No new manufactured housing parks are allowed without a special exception by the Zoning Board.

There are seven parks in Allenstown. According to the March 2002 Zoning Ordinance update, where the figures below were taken from, a total of 604 lots in parks and 23 homes on individual lots currently exist in Allenstown. For more information, refer to the **HOUSING CHAPTER**.

Table IX-23
Manufactured Housing Parks in Allenstown

Name	Location	Number of Lots
Chroniak's MHP	Main Street	5
Bear Brook Gardens One	Deerfield Road	113
Bear Brook Gardens Two	Deerfield Road	8
St. Germaine's MHP	Main Street	5
Brookside Terrace	Route 28	22
Bear Brook Villa	Route 28	153
Holiday Acres	Granite Street	298

Source: Zoning Ordinance, 2002

There are undeveloped lots surrounding many of the existing manufactured home parks. Although the current regulations discourage the expansion of or the building of new parks, physically it may be possible if the Zoning Ordinance is amended.

Techniques to Shape Future Land Use

Growth Management Ordinance

In communities concerned about the rate and effect of growth on the communities' infrastructure, the Planning Board can develop a growth management ordinance that can either limit the number of allowable building permits or require phasing of subdivisions if certain local and regional criteria related to growth are met. This ordinance may be enacted in accordance with New Hampshire RSA 674:21 (Innovative Land Use Controls) or RSA 674:22 (Growth Management; Timing of Development).

Prior to developing a growth management ordinance, the Town must prepare a master plan as well as a capital improvements program. In addition, a review of local needs and local and regional growth trends must be completed in an effort to assess the need for the ordinance. The assessment can be included in the ordinance itself as a "Finding of Fact." Examples of local and regional trends to follow and compile include the following:

1. The average annual percent increase in building permits for dwelling units for the past 5 years, as compared to abutting communities and the central New Hampshire average.
2. The average annual percent population growth, as reported by the New Hampshire Office of State Planning, as compared to the same average of combined abutting communities and the central New Hampshire region.
3. Forecasts of the number of public school students enrolled, or projected for enrollment, for the coming year exceeds 90% of stated capacity of the Allenstown Elementary and Armand Dupont Schools as defined by the School Board.
4. The annual full value tax rate of Allenstown, as reported by NH Department of Revenue Administration, exceeds the average rate of the combined abutting communities or the central New Hampshire region for the same reporting year.

As noted above, the Planning Board may prepare a growth management ordinance for approval by the Town of if some or all of the growth criteria are met. The ordinance may include either phasing or permit limitations (or both), but must be the result of careful study.

Impact Fees

An impact is a proportionate fee, based upon a scientific formula, charged to all new housing and or commercial units at the time a certificate of occupancy is issued. All new construction, including residential, whether on existing or newly created lots, is subject. Fees earmarked specifically for schools, roads, pedestrian infrastructure, recreation and parks, libraries and other specific town services can be collected. Fees are uniform for all developments regardless of location and generally do not exceed \$4000 per unit in total.

Impact fees are difficult to develop and administer. Under RSA 674:21, municipalities are permitted to charge impact fees, provided they have properly adopted a master plan and capital improvement plan. If the collected impact fees are not used within six years, they must be refunded with appropriate interest. Municipalities must adopt an impact fee ordinance as part of the zoning ordinance. This ordinance should specify fees to be paid by all new construction based upon a professionally prepared study of capital costs associated with expansion of infrastructure.

A fee schedule is then developed which takes into consideration calculations and formulas based upon area population, school-age population, the number of bedrooms in a home, the road capacity, etc. Slow growing communities that adopt impact fees are more susceptible to successful legal challenges.

Performance Zoning

In a future revision of the Zoning Ordinance, the Town could consider the implementation of performance zoning for commercial, industrial, and multi-family developments. Performance zoning establishes both the standards that must be met by development, as well as the process that measures the effect that the impact of development would have on the community.

Performance standards establish definite measurements that determine whether the effects of a particular use will be within permissible levels. Performance standards commonly employed include standards related to noise, vibration, smoke, odor, runoff, illumination, signs, groundwater, road impact (i.e. number of trips generated by a use), landscaping, multi-family and commercial building aesthetics, and school impact. Communities that have adopted performance standards for commercial and industrial development include the Towns of Bow and Bedford, New Hampshire.

Incentive Bonuses

Often employed as part of a performance zoning ordinance, incentives encourage developers to build projects above and beyond baseline standards included in the Zoning Ordinance. Incentive zoning is a voluntary exchange of development incentives for public benefits between a community and a developer. There are three basic categories of incentive bonuses: (1) intensity incentives, (2) use incentives, and (3) inclusionary incentives.

Intensity incentives allow developers a greater or more intensive use of the property. Such incentives usually allow developers to construct more units on a property, have greater amounts of impervious surface, or more square footage for commercial buildings. A typical example of an incentive usually included in this type of ordinance could be a density bonus in exchange for setting aside open space in a development for public use, construction of trails, or construction of recreational facilities.

Land use incentives permit mixing of uses in a development or provide for unspecified uses. For example, a convenience store may be permitted in a housing development, or residential units may be allowed as part of a retail development. In exchange for such benefits, developers are usually required to provide the Town with construction of public infrastructure, such as parks, boat ramps, swimming areas, recreational facilities, pedestrian infrastructure, public parking spaces, or open space.

Open Space Development

An answer to the sprawling landform created under conventional cookie cutter subdivisions is a new approach to subdivision design for rural areas, as outlined in the book entitled *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, by Randall Arendt (Island Press, 1996). The Figures below show graphics from Arendt's book depicting the typical scenario for the development of a parcel under the conservation development design process. In its most basic form, the conservation development process can be broken into six logical steps, which are not the typical steps taken for a conventional subdivision.

Under this approach, use existing minimum lot sizes as the basis for conventional residential density on the best soils, with reduced densities according to declining soil quality. The minimum lot sizes that are currently in place for residential uses should represent the maximum aggregate density on the best soils under the soils-based lot sizing approach. Lower quality soils would require lower density development. Primary conservation areas may include wetlands, steep slopes, aquifer recharge zones, and floodplains. Secondary conservation areas may include stonewalls, viewsheds, prominent vegetation, prominent landforms, prime agricultural soils, historic sites and features, archeological sites, and communities and species identified in the Natural Heritage Inventory.

The six steps are as follows:

1. Create a "yield plan" for the site that assesses the number of viable building lots on the site under a conventional subdivision design. This plan establishes the density for the conservation development design. Although a yield plan is conceptual, it must be consistent with Town ordinances and regulations already in place.
2. Prepare a conservation site analysis plan that identifies prominent open spaces and important natural features broken out into primary and secondary conservation areas. Primary conservation areas are those resources for which development should be excluded almost without exception.

Secondary conservation areas are those that should not be developed, if at all possible.

3. After evaluating the primary and secondary conservation areas, locate the portions of the site most suitable for development.
4. Locate dwelling unit sites using innovative arrangements to maximize views of open space and resources.
5. Locate and design the roadway and pedestrian travel ways. Maximize the protection of viewsheds and natural terrain in the design. Locate septic fields.
6. Delineate lot lines.

Aquifer Protection

Protection of the aquifers and of any future-located drinking water supplies cannot be over-emphasized. Hazards to the water supply must be contained so as to prevent pollution of drinking water. Education of landowners with respect to utilizing best management practices should be an integral part of each inspection.

There are two wells in Bear Brook State Park which provide drinking water to Town residents. Other water supplies of the Pembroke Water Works are located in Allenstown

Steep Slope Protection

As Allenstown continues to grow in the future, more desirable development locations, such as those with less restrictive soils and more gentle slopes will be developed. As this happens, more development pressure will be focused towards locations that are more costly and difficult to develop. Areas with steep slopes are such locations where development pressures will be focused and where protections will be needed to preserve those important resources. Reasons to protect areas with steep slopes are as follows to promote public safety; to minimize flooding, landslides, mudslides, and erosion; to minimize soil instability and siltation of seasonal and year round streams and wetlands; to preserve natural drainage ways; to protect rare and critical environments, wildlife, fragile soils, and unique geologic features; and to protect and preserve the scenic character of hillside areas.

Steep slope regulations should contain restrictions on minimum lot size, grading restrictions, roadway placement and design, and slope easements should be required for all new subdivisions.

Wetlands Setbacks and Buffers

Wetlands are natural resources that provide considerable development constraints. Wetlands pose development restrictions due to poor drainage, high water tables, slow percolation rates for septic systems, unstable conditions for foundations, and susceptibility to flooding. Wetlands are typically defined by three parameters: drainage, soil type, and vegetation. The National Wetlands inventory defines wetlands by hydrology, hydric soils, and vegetation, including trees and plants that dominate wetland areas and require wet conditions to grow.

The definition in the New Hampshire Code of Administrative Rules for the State of New Hampshire Wetlands Board for Wt 101.01 Freshwater Wetlands is: "Freshwater wetlands means those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

Wetlands are also defined as poorly or very poorly drained soils by the Natural Resources Conservation Service. Very poorly drained soils have a layer of muck or peat overlaying mineral material such as sand, silt and clay. The thickness of the muck or peat may vary depending on the soil forming process. The soil series and land types commonly associated with very poorly drained soils include marshy (Mh), Mixed Alluvial (Mn), Muck and Peak (MU), Saco (Sa) and Scarborough (Sc). Poorly drained soils are slightly better drained due to a thinner layer of muck or peat and include the following soils - Augres (AgA, AgB, AuB), Rumney (Ru), Limerick Variant (Lm), Ridgebury (RdA, RdB, RbA, RdB).

Wetlands have been viewed in the past as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. In recent times, however, science has shown that wetlands provide a number of benefits to the community. Wetlands serve a myriad of purposes: flood control, water storage and ground water recharge, erosion and sedimentation control, pollution filtration, wildlife habitat, education and recreation, and environmental health and biodiversity.

- 1) Flood Control - Because of wetland soils and vegetation, wetlands act as a giant sponge during periods of high run-off or flooding and then release this stored water slowly during drier periods. Therefore, flood levels are lowered during heavy rains and levels are maintained during drier months. Wetlands often absorb water that would otherwise run directly downstream and cause increased flooding and property damage. However, wetlands may vary in their flood control and water storage.
- 2) Water Storage and Groundwater Recharge - The water absorbed in the wetlands can move up by means of evaporation, laterally by flowing in streams, and downwards, thus recharging groundwater. All three movements may occur simultaneously, but one movement may dominate over the others depending generally on the season and such factors as rate of evaporation and plant uptake. Wetlands over stratified sand and gravel deposits have the highest yielding wells. Water will percolate down through the sand and gravel more than glacial till and will recharge ground water supplies.
- 3) Erosion and Sediment Control - Because wetlands absorb and slow down the rate of runoff, the water's erosive powers are lowered. Dense vegetation also acts as natural catches for any eroded materials. However, the general cause of erosion control is the reduced rate of runoff.
- 4) Pollution Filtration - Wetland vegetation absorbs pollutants such as organic material, bacteria, nitrates, and phosphates found in water. Nitrates are converted to atmospheric nitrogen or into plant nutrients. Phosphates are used in plant tissue. However, not all pollutants are absorbed by vegetation. In addition, wetland vegetation has a limited absorption ability and should not be overloaded with pollutants, as high levels of pollutants present numerous severe health hazards and can render such areas useless.
- 5) Wildlife - Wetlands offer a wide variety of vegetation. The diversification of vegetation, therefore, consists of many producers in natural food chains and provide food for numerous animal species. The wetland vegetation and water provides food, habitats, and breeding grounds for a wide variety of wildlife, fish, and endangered species such as black gum trees.
- 6) Education and Recreation - Wetlands provide natural areas of study for all ages as they offer innumerable flora, fauna, and wildlife habitat. Also, wetlands provide excellent opportunities to study successional patterns and the effect of pollution or land use.
- 7) Environmental Health and Diversity - Generally, only wetland plants can tolerate the high levels of water and only certain types of animals and wildlife can tolerate such an environment. Because the wetlands offer a diversity of vegetation and animal life, they create a more stable environment in the surrounding area.

Allenstown has a significant number of wetlands, particularly in Bear Brook State Park, in the northeastern corner of Town where heavy development is occurring, and around Suncook and Merrimack Rivers. Wetlands regulations should be

When updating the Town's current ordinances with respect to wetland buffers, the criteria established in *Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities* should be used as a primary reference.

Forest Management

With a great deal of land in Allenstown being forested, forestry is an important and traditional land use. Responsible timber management maintains open spaces, rural viewsheds, and viable income from land without permanently developing it into other uses such as housing.

While voluntary, the implementation of Best Management Practices (BMPs) should be encouraged and supported to assure that soil is conserved and water quality is maintained. Large lot zoning with tax incentives should be considered to encourage landowners to keep parcels under timber management. Incentives should be provided to those owners who responsibly manage their forestlands and implement Best Management Practices.

Agriculture

Although Allenstown has little in the way of potential or actual farmland, agriculture is another one of the traditional land uses in Allenstown. Agriculture allows for self-sufficiency in food production, helps maintain the traditional cultural and visual character of the Town, and promotes the conservation of open space.

The NH Legislature has recognized the right to farm as an important component of preserving farmland. Zoning and land-use regulations should be structured to encourage responsible and well-managed agricultural operations. These operations should implement BMPs. While voluntary, the implementation of BMPs should be encouraged and supported to assure that soil is conserved and water quality is maintained. Large lot zoning with tax incentives should be considered to encourage landowners to use their land for active agricultural management. Incentives should be provided to operations that responsibly manage their agricultural lands and implement Best Management Practices.

Additionally, active farmland should be targeted for conservation and farmland easements. The NRCS Farmland Protection Program and other programs through the USDA and the State should be promoted in the farming community as a means to continue farming operations. New residential developments abutting existing farms should be required to meet certain additional criteria in order to be allowed, including additional buffers in between uses, setback requirements from pasture land, a signed memorandum of understanding between the new residential land owner and the farmland owner outlining the existing operations on the farm, and other requirements that will serve to minimize impacts on both the farm and residential development.

Erosion and Sedimentation Control

During site preparation of a residential or commercial development, pollution loads can increase, sometimes dramatically, as sites are excavated and developed. Soil is exposed during development as vegetation is removed and excavation takes place. Bare soil particles are dislodged by rainfall and can be carried downslope as sediment to streams, lakes, and wetlands. Runoff can increase and have a greater ability to transport pollutants and constructed impervious surfaces (roofs and pavements) reduce infiltration and can modify flow patterns. Higher runoff rates can result in flooding and erosion of previously stable streams and act as a vector for delivering much larger quantities of pollutants.

Erosion control and prevention plans should be submitted for subdivisions and site plans for verification that specific conditions will be met prior to the issuance of a building permit. The review and verification process for submitted plans will also determine whether or not a Site Specific Permit is required from DES. RSA 485-A:17, known as the Alteration of Terrain Program or "Site Specific Program," requires a permit from DES for any earth disturbance greater than 100,000 square feet, or 50,000 square feet within the protected shoreline area. The permit involves both temporary erosion control measures during construction and permanent controls on the impacts of stormwater effects following construction.

The Town should ensure that required siltation and sedimentation controls are in place prior to the start of any construction activity and that they remain functional during the entire construction process. Erosion and sedimentation control measures should be in accordance with "Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire," as prepared by the NH DES, Rockingham County Conservation District, and USDA Soil Conservation Service, August 1992.

At a minimum, developers and contractors need to demonstrate that they will provide pollutant control by professional planning, design, construction, and implementation of these BMPs. Designs and site plans should demonstrate measures to retain natural vegetation where possible, especially at waterbodies, wetlands and steep slopes. Developers and contractors should not only have a commitment to integrating BMPs into overall development plans but also for monitoring practices and adjusting, maintaining, and repairing periodically and after every storm.

Protection / Buffers / Setbacks from the Suncook & Merrimack Rivers

Buffers adjacent to shoreland and wetlands reduce the adverse effects of human activities on these resources by protecting water quality, protecting and providing wildlife habitat, reducing direct human disturbance, and maintaining aesthetic qualities and potential recreational value. The loss of buffers through variances/waivers and through illegal activities should be minimized. A well-educated constituency advocating the appropriate development of shorelands will more likely support and adhere to the regulations made by Town decision makers. The Town should incorporate the Comprehensive Shoreland Protection Act provisions into the Zoning Ordinance to protect the River from impacts of future development.

Aesthetic and Environmental Standards to Avoid Conflicts with Neighboring Uses

Because the appearance of the community, including views of simple things like farm land, forests, historic buildings and water resources that largely define Allentown's traditional landscape, are so important to the fabric of the community, there must be a priority placed on preserving them. Planning regulations addressing lot size, placement of buildings, signage and landscaping are typically used to address aesthetic elements of the community.

Commercial, industrial, and residential land uses often abut one another in Allentown. Commercial and industrial development can have negative impacts on the community, ranging from increased traffic to reducing the aesthetic appeal of the community.

The existing Zoning Ordinance and Site Plan Review Regulations do not contain any performance standards related to the aesthetic, environmental, or traffic impact of commercial and industrial developments. In the future, it is recommended that such performance standards be included in the Zoning Ordinance and Site Plan Review Regulations. Performance standards or requirements that should be specifically included are:

- ✍ Minimum Landscaping and Screening Performance Standards - These standards preserve and enhance the aesthetic qualities of the community by establishing landscaping and design standards, which are proportionate to the intensity of proposed land use(s).
- ✍ Exterior Building Facade Performance Standards - These are used to protect the aesthetic character of the community and to improve the quality of development constructed, the Town should consider instituting architectural design standards in the Zoning Ordinance and Site Plan review regulations.
- ✍ Screening Performance Requirements - An important aspect of commercial and industrial development design, screening can help preserve property values of abutting parcels and reduce the overall aesthetic impact of such developments.
- ✍ Parking Performance Requirements - The Town should also consider revising parking requirements in the Site Plan Review Regulations to include provisions for the different aspects (pedestrians, parking, landscaping, stormwater, etc) of parking lot design.
- ✍ Signage Requirements - Signage can have a significant impact on the character of a community. In the future, the Planning Board should review the current sign ordinance and consider instituting changes regarding to dimension, height, materials, lighting, etc.
- ✍ Lighting Standards - Lighting is also a critical component of commercial and industrial site design. Often, site designs employ excessive amounts of lighting, thus having negative impacts on abutting properties. Also, excessive lighting acts as a form of signage, and should not be permitted. It is recommended that the Town consider enacting specific performance standards regarding lighting for commercial and industrial sites. Performance standards that the Town should consider adopting are as follows:

- ✍ Environmental Performance Standards - Environmental performance standards should be developed in order to protect the long term environmental quality and overall vitality of commercial and industrial districts. The variety of permitted uses, taken together with often intensive land use patterns and an inventory of environmental resources, necessitates environmental performance standards. Specific environmental performance standards that the Town should consider adopting should include standards related to odors, noise, wetlands, steep slopes, and ground water supplies.

SUMMARY

I would like to thank the members of the Existing and Future Land Use Committee for their dedication and effort in developing this chapter. Even though the town does not have an overabundance of commercial and industrial parcels, this Committee delved into each parcel that could be wisely developed in the future. The Committee also formed several suggestions of changes to the Zoning and Planning Regulations. A Growth Management Ordinance has been recommended in order for residential growth to continue but also to maintain the small town atmosphere. Suggestions were also proposed to change the Zoning map and update other maps that were part of this chapter.

The Committee feels that the Master Plan is a great source of information to help keep our town in a managed growth path and to conserve our natural surroundings for years to come.

- Respectfully Submitted, Arthur G. Houle

Chapter X

REGIONAL CONCERNS

ALLENSTOWN WITHIN THE CENTRAL NH REGION

While the Allenstown Master Plan focuses on issues within the Town or within the control of the Town, some emphasis should be given to the outside influences that have an impact on the community. Within the Central NH Region and beyond, regional concerns such as environmental factors, population and housing growth, transportation pressures, and groundwater strongly affect the Town of Allenstown.

Partnerships opportunities are identified to foster good relations with neighboring communities on issues that affect multiple towns. Involvement in regional projects which include Allenstown will help the community better place itself in a larger context and participate in activities which will benefit the Town. In this Chapter, specific ideas about how Allenstown can become involved in those issues most important to the Town are given as well as a series of recommendations to help guide the Town in thinking how its actions can have an effect on the entire Region.

OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS

- To partner with neighboring communities and local groups to enable Allenstown to improve the quality of life for its residents and be better able to respond to issues which affect the Town.
 - ? Join the Suncook Area Residents Against Power Plant Pollution to keep abreast of the happenings at the Power Plant.
 - ? Contact the Epsom, Chichester, and Pembroke Planning Boards to begin discussions about protecting the shared groundwater aquifer and reducing nonpoint source pollution.
 - ? Coordinate regularly with Pembroke Water Works and the NH Department of Transportation to ensure practices for the continued health and water availability of the aquifer are undertaken.
 - ? Attend Board meetings of the Pembroke Water Works to learn about the latest developments related to water supply and to encourage the development of a Capital Improvements Program.
 - ? Seek representation on the Pembroke Academy School Board to ensure that Allenstown's educational interests are being met.
 - ? Form a group of collective bargainers with community leaders from Deerfield, Hooksett, Candia, and Epsom as well as State legislators and State senators to leverage local input on Bear Brook State Park.

- ? Establish a relationship with the Pembroke Women's Club, Allenstown/Pembroke Old Home Day Committee and Meet Me in Suncook group to develop ideas for revitalizing Allenstown's Main Street.
- ? Coordinate with Epsom, Deerfield, Hooksett, and Candia to develop a non-motorized recreational trail and/or conservation land network that is beneficial to two or more communities.
- ? Continue dialogue with the Pembroke Sewer Commission and Department Heads to address mutual concerns over wastewater treatment.
- To become involved with state or regional groups, organizations, and agencies to form relationships and to take advantage of free or low cost services and information.
 - ? Join the Friends of the Suncook River to address issues about the River, to promote the river, to lead clean-up days, and to hold River events.
 - ? Take advantage of the technical assistance services the Natural Resource Conservation Service offers to municipalities and landowners to utilize agricultural lands and protect farmland from development.
 - ? Maintain communication with the NH Department of Transportation to be kept abreast of the double-decker bridge project, the I-93 corridor environmental impact statement, and roadway maintenance practices of Routes 3 and 28, and to look for opportunities to build new pedestrian facilities, for safety improvements, and for driveway access permits.
 - ? Coordinate with the NH Department of Transportation and Pembroke on the double-decker and Main Street bridge projects to facilitate a measured sidewalk trail for pedestrian health, safety, and recreation.
 - ? Continue communications with Concord Area Transit, the Town of Pembroke, and the Central New Hampshire Regional Planning Commission to ensure that public bus service to Allenstown is provided in the future.
 - ? Enhance communication with and establish a relationship with the NH Department of Resources and Economic Development to be kept abreast of happenings in Bear Brook State Park and to seek additional input in the decisions being made.
 - ? Join the Bear-Paw Regional Greenway to take advantage of its technical and educational resources.
 - ? Seek representation on the Central New Hampshire Regional Planning Commission's Regional Resource Conservation Committee and Transportation Advisory Committee.

- ? Establish relationships with the NH Office of State Planning, NH Municipal Association, and Concord Area Trust for Community Housing to be better kept informed of planning, municipal, and housing issues in the State.
- To take proactive action on regional issues which affect Allenstown.
 - ? Monitor air quality reports from the NH Department of Health and Human Services for the Public Service of NH Power Plant in Bow.
 - ? Insert non-point and point source pollution mitigation measures into the Site Plan Review Regulations.
 - ? Enact an Aquifer Protection Overlay District to protect the health of the aquifer.
 - ? Plan for elderly housing in Allenstown which will be in close proximity to essential services such as transit, grocery, safety, and medical services.
 - ? Develop a streetscaping program, including pedestrian facilities, lighting, and benches, along Route 3 to attract new businesses and motorists to the vicinity.
 - ? Target future commercial development to those areas with existing businesses or which are adequately served by municipal sewer and water.
 - ? Create a downtown “ Main Street”, with characteristic lighting, signage, and benches, which encourages both stores and residences in a walkable destination area.
 - ? Undertake a buildout analysis for Allenstown to determine the number and location of potentially developable parcels remaining in Town.
 - ? Protect land abutting the Suncook and Merrimack Rivers from development by: considering outright purchase, encouraging landowners to donate easements, or requiring developers to set aside the land at the plan approval stage.
 - ? Zone and re-map the floodplains in Allenstown, particularly the Merrimack and Suncook River confluence area, as a Floodplain Overlay District to protect the agricultural lands from any type of development not consistent with retaining the lands for agricultural use.
 - ? Protect and maintain the existing farming operations in Town through the use of agricultural easements, incentive programs, and tax breaks.
 - ? Take advantage of planning monies which may become available for the I-93 corridor area towns and use them to provide Allenstown with planning tools to handle anticipated growth from the expansion of I-93.

- ? Encourage the extension of water lines beyond parcels being developed to better attract new businesses and industries to the area served.
- ? Encourage the development of enhanced drug intervention programs in the Allenstown School District.
- ? Provide adequate bussing of Allenstown students to Pembroke Academy.
- ? Consider the economic potential Bear Brook State Park and its visitors have to offer the community and encourage tourism businesses to support this industry to locate to the Park area.
- ? Rewriting the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations to reflect the anticipated growth from surrounding communities, including an emphasis on mixed use; encouraging infill and redevelopment; strengthening the Route 3 corridor in Allentown with pedestrian facilities and access management; enacting a floodplain Zoning District; and changes boundaries of zoning districts as appropriate.
- ? Seek conservation easements on parcels which abut Bear Brook State Park.

INFLUENCES ON ALLENSTOWN FROM NEIGHBORING COMMUNITIES AND THE STATE

Allenstown has a number of outside influences which may affect the Town but which the community has little control over. This section highlights the primary influences that Allenstown should be concerned about and offers suggestions about how the Town can get involved. A small amount of participation in these multi-town activities will ensure that Allenstown has a better "say" in what can happen. For many of these issues, Allenstown can similarly affect other communities with its own actions.

Public Service of New Hampshire Coal-Fired Power Plant in Bow

The power plant in Bow is an electricity generation station owned by Public Service of New Hampshire (PSNH). Located one mile northwest of the Allenstown line, the power plant is PSNH's primary source of electricity for the State. Presently, the power plant estimates their service at 200,000 residential, commercial, and industrial sites. The electricity that is produced at this power plant is generated by two coal-fired generators. There are currently no emission standards on the state's 'grandfathered' plants, which are those built before federal emission standards took effect in the 1970s and are exempt from some of those rules. The PSNH plant in Bow is one of three grandfathered coal-fired plants in New Hampshire.

There are several potential impacts the PSNH Power Plant may have on the residents of Allenstown. The power plant provides Allenstown with electricity. Negative impacts are the result of the proximity of the power plant to the Allenstown town line. Plumes from smoke-stacks trail in the sky and particulates fall onto surfaces in the downtown area. Allenstown is downwind from the plant, resulting in questions of the plant's impacts on air quality. Recent concerns from residents about respiratory health have resulted in the New Hampshire Department of Health and Human Services (NH DHHS) performing a study to monitor air quality. The results of the study should be available in summer of 2003.

How Allenstown Can Get Involved

The Suncook Area Residents Against Power Plant Pollution is a citizens awareness and lobbying group for Allenstown and Pembroke residents. The results of the NH DHHS air quality study should be obtained when available. Lobbying with local legislators and state senators could help with establishing a strong show of concern if air quality results are poor.

Aquifer Protection

The US Geological Survey, estimates that 5.4 square miles, or 27%, of Allenstown is underlain by stratified drift aquifers and supplies the residents of Allenstown with drinking water. The boundaries of aquifers are frequently located in several Towns. The main aquifer in Allenstown along the Suncook River originates at the headwaters of the Suncook River in Chichester and extends into the Merrimack River aquifer at its confluence in Pembroke and Allenstown. A branch of the aquifer runs underneath Boat Meadow Brook and extends through the Bear Brook State Park into Deerfield. Not only do these aquifers provide a source of water for private wells, but Pembroke Water Works utilizes the largest aquifer as a source of water for the municipal water supply.

Two major concerns arise when considering aquifer protection. The first concern is the impact that water demand from multiple communities will have on available water in the aquifers. Currently, there seems to be adequate water supply for both Pembroke and Allenstown, which share a municipal water supply.

The second concern is the potential for contamination. Since the aquifer runs south from Chichester to Allenstown, activities in Chichester, Epsom, Pembroke can have an affect on the water quality available to Allenstown residents. The aquifer underlies Route 28 for the entire length of the aquifer. Nonpoint source pollution from the roadway (salt, oil, vehicle fluids, and impermeability) and from the concentrated development along Route 28 is the primary concern. Additionally, intersections with Routes 4/202/9 and Route 3 pose similar and more concentrated nonpoint source pollution hazards. Within Allenstown, the greatest concern is in the downtown area. The heavy development of the downtown area brings to concern the potential for both point and non-point source pollution. The presence of gas stations, automotive shops, and roads increase the chances for contamination. This problem becomes more since this aquifer provides water for municipal sources. Due to the development patterns of the downtown area, there are limited options to decrease the potential for pollution to the aquifer.

How Allenstown Can Get Involved

For addressing aquifer protection within Allenstown, a street tree program in the downtown area where sapling trees are planted along rights-of-way and are maintained yearly can help reduce the amount of nonpoint source pollution trickling into the aquifer. Road improvement projects that allow for drainage swales instead of a paved asphalt shoulder or curbing will also assist.

Along Route 28 in Allenstown, there are more alternatives available. In addition to those noted above for the downtown, techniques include requiring stormwater management plans for new developments, limit parking lot size and providing alternative parking areas, limiting each lot's impervious surface coverage, and designing driveways to be shorter, narrower, and which flow with the topography of the land. These are modifications to the Site Plan Review Regulations.

An Aquifer Overlay District can be adopted into the Zoning Ordinance which has more stringent regulations about development over the aquifer.

With respect to coordination with Chichester, Epsom, and Pembroke, many of these same techniques will work. Allenstown should contact the Planning Boards in these towns and meet to discuss aquifer protection.

Regular coordination with Pembroke Water Works should be sought regarding capacity the siting of new wells. Population, housing, and infrastructure growth in both Towns should be monitored to ensure continued water availability.

The New Hampshire Department of Transportation roadway maintenance practices along Route 28 should be understood by the Town. Regular communication regarding new projects and maintenance should be undertaken to ensure the best possible reduction in nonpoint source pollution.

Affordable and Elderly Housing

Over the last four years, the lack of affordable (also known as “workforce”) and elderly housing has remained a problem within many New Hampshire towns and has increased to a 1% overall housing vacancy rate in Merrimack County in 2003. Affordable housing is defined as housing that costs not more than 30% of a household’s income. Included in this category are manufactured housing and rental apartments. Based on the regional affordable housing needs assessment conducted by the Central New Hampshire Regional Planning Commission (CNHRPC), Allenstown contains three times the amount of affordable housing than theoretically needed. Though Allenstown contains ample “affordable” housing, several surrounding towns have not provided their theoretical share. Combined with the current housing market, many people in the Region cannot locate affordable housing.

Presently, seniors aged 65 and over comprise 11% of the population in Allenstown. This number is expected to double within the next ten years. With this increase, there will be greater need to increase housing for the elderly. Three senior housing complexes or homes exist in the downtown area of Allenstown. The senior residents often need to rely on others for transportation to surrounding communities to meet needs of groceries and health care. There is a developing interest in New Hampshire communities to provide senior housing to residents. In Allenstown, this idea was explored in the **HOUSING CHAPTER**.

How Allenstown Can Get Involved

The Town has begun to investigate locations for a senior housing development. Additional infrastructure will be needed to support a concentrated senior population, such as transit service and accessibility to essential services. Plans for these businesses and services should be developed in conjunction with any new senior housing.

Urban Sprawl and Smart Growth

Sprawl has become an increasing problem in many of the communities throughout New Hampshire. As population increases, the amount of land being developed increases. Often this development has been spread out throughout the landscape. The end result is often a greater reliance on automobiles, a loss of open space, and increased costs to the taxpayers through infrastructure extensions (police and fire service, road maintenance, utilities, etc).

Smart growth is a method of combating sprawl involving thoughtful planning for future growth. This includes decreasing lot size and setback requirements, encouraging mixed-use land development, and avoidance of open space and farmlands. With the presence of Bear Brook State Park, development of land in Allenstown has been focused to the northeastern corner and in the downtown area, two completely opposite ends of town. This results in a sprawling pattern which is not easily served by infrastructure. Few areas of mixed-use exist in Allenstown, resulting in an increased need for automotive transportation. Growth from southern and eastern New Hampshire is moving to the Central Region, and Allenstown will be affected by the transportation and development patterns generated in Hooksett, Manchester, and the seacoast.

How Allenstown Can Get Involved

Allenstown should prepare itself for the additional traffic on Route 3 and Route 28 as a direct result of commuters. Pedestrian-friendly sidewalks, crosswalks, medians, and street trees should be established in conjunction with the NH Department of Transportation in this vicinity to provide an alternate means of visiting the essential services. Since this area is already built up, new commercial development should be targeted to this area. By producing an attractive commerce area, the Town can take economic advantage of passers-through as well as grow smartly for its own residents.

Effort should be made to commercially or industrially develop first those areas that are served by water and/or sewer lines. Additional infrastructure (such as in the Bear Brook State Park area) should be added only as needed for safety or health considerations associated with new development.

A “Main Street” approach to the downtown area where commercial shops and services are available to consumers in a downtown, walkable area. The “Main Street” would have streetscaping (uniform benches, lighting, street trees, signage) and would allow residents and visitors to walk to their destinations. Suggestions have been made to connect to Suncook Village in Pembroke and continue the historic themes across the River into Allenstown. A larger post office should be located to an area of concentrated homes and Town services.

The rate of development along Deerfield Road is booming. It is important to preserve the rural character of this part of town through smart growth strategies. A buildout analysis should be conducted to determine the number of available house lots in Town based upon the current Zoning Ordinance. This analysis will help prepare Allenstown for the influx of growth it is sure to encounter within the next ten years.

Suncook River Watershed

A watershed is an area of land drained by streams or rivers and is a connected hydrologic system in itself, although it is always part of a larger watershed. Disturbances which affect the groundwater of an area can have an impact on the entire watershed. Allenstown lies almost entirely within the Suncook River watershed. It also falls within the larger Merrimack River watershed, which encompasses most of the State. The other towns within the Suncook River watershed are Pembroke, Deerfield, Epsom, Chichester, Northwood, Pittsfield, Barnstead, Gilmanston, and Loudon. The primary aquifer follows along Route 28 and the Suncook River.

The areas closest to the Suncook River have the greatest potential to impact water quality, because of the traveling surface water and aquifer, but those areas further away also affect the watershed. All areas of concentrated development, whether roadways, residences, or paved surfaces, can percolate into nearby streams and into the soil.

How Allenstown Can Get Involved

Consideration of watershed effects should be made when developing land throughout the town of Allenstown. Strong efforts need to be made to protect and manage those lands closest to the Suncook and Merrimack River. This will help decrease the potential contaminants that may reach surface waters and groundwater.

The Friends of the Suncook River, a Suncook watershed group, has been established to discuss the concerns of the watershed with each involved community. Similar non-profit volunteer groups have been established in New Hampshire. Such groups are involved in community education, hold river clean up days, and hold recreation functions to promote the river(s).

Loss of Agriculture and Farms

There has been a steady decline of agricultural and farm lands in New Hampshire over the past several decades. Like most New Hampshire communities, Allenstown was once an agrarian and forestry-based community. Presently, two active farms have been identified in Allenstown. One farm is a dairy farm, and the other produces corn and vegetables. The decline of agricultural lands and farms have resulted in the loss of lands that are economically, aesthetically, and ecologically important. Some benefits of farmlands are that they provide food for people, wildlife habitat, and flood control.

The most common reason for the loss of this land is development. Increasing development of farmlands occur due to the poor economic return for agricultural products combine with the ease of converting farmland to development. This trend is not unique to Allenstown, but combined with similar Regional and State occurrences, little agricultural land remains in active use in New Hampshire. When neighboring communities practice the same type of development of farm lands, the scenic rural quality that makes the State unique and cherished by its residents is no longer there.

How Allenstown Can Get Involved

Steps should be taken to ensure the protection of potential agricultural land in Allenstown. The floodplains offer fertile growing conditions are not typically conducive to other types of development. The Suncook River and Merrimack River floodplains should be zoned as a Floodplain District and all but agricultural uses should be discouraged or prohibited. Protection and maintenance of the existing farming operations can be encouraged through the use of agricultural easements, incentive programs, and tax breaks. The wording of the existing Floodplain Development Regulations should be strengthened to reflect the areas designated as an overlay district and the area should be mapped accordingly onto the Zoning Map.

The Natural Resource Conservation Service is available to assist communities and landowners, usually free of charge, with issues related to retaining farmlands. Allenstown should take advantage of their assistance to best learn the options for protecting this precious resource.

US Route 3

In the Central NH Region, US Route 3 spans from Franklin to Hooksett and beyond. Closer to Allenstown, it travels south from Concord to Pembroke to runs through the southwest corner of Allenstown through the downtown area. Route 3 is a heavy commuting corridor for area residents traveling to Concord, Franklin, and points south.

Presently, there is heavy commercial use occurring along the entire roadway. Extremely heavy concentrations are found within Concord. Within Allenstown, the primary commercial development in Town is located along this approximately one-mile stretch of Route 3. The presence of this commercial use has resulted in an increase in the amount of truck traffic in addition to the commuter traffic through Allenstown.

Regarding safety, the main speed limit for most of Route 3 within the Central NH Region is between 30 and 40 miles per hour. Pedestrian crossings are found in Concord, at strategic places (such as Pembroke Academy) in Pembroke, and at selected intersections. In Allenstown, there are no pedestrian crossings or sidewalks along Route 3 in the commercial area. The lack of pedestrian facilities inhibits the commercial potential of the area.

How Allenstown Can Get Involved

Increased traffic volume from Allenstown, neighboring communities, and within the State should be expected on Route 3. Allenstown should continue to work with the NH Department of Transportation (NH DOT) to obtain driveway access permits off of Route 3 for commercial developments. Projects which build pedestrian facilities or improve traffic safety should be encouraged. Close coordination with NH DOT should be undertaken to be kept abreast of road improvement projects along Route 3, and discussions about maintenance options to limit the amount of nonpoint source pollution should be undertaken. Allenstown should focus future commercial development to the Route 3 corridor to take advantage of commuting traffic.

US Route 28

US Route 28 begins in Ossipee at the junction of Route 16 and runs south to Allenstown, where it terminates at its junction with Route 3. In the Central NH Region, Route 28 runs through Pittsfield, Epsom, and Allenstown. Along the entire Route 28 corridor, there is little in terms of commercial development or destinations. The speed limit for most of the road is 45 to 50 miles per hour. The Route is primarily used as a commuting connector between Route 16 and Route 3.

In Allenstown, Route 28 runs along the western border of Allenstown along the Suncook River. The entrance to Bear Brook State Park occurs along US Route 28, and visitors to this Park have caused an increase in traffic volume during certain times of the year. There are no particular concerns with the capacity or safety of Route 28 in its entirety.

How Allenstown Can Get Involved

Allenstown should continue to work with the NH Department of Transportation (NH DOT) to obtain driveway access permits off of Route 28 for commercial or residential developments. Close coordination with NH DOT should be undertaken to be kept abreast of road improvement projects along Route 28, and discussions about maintenance options to limit the amount of nonpoint source pollution should be undertaken.

I-93 Expansion

Two Interstate 93 projects will likely impact Allenstown in the coming years.

Salem-Manchester

The Salem-Manchester I-93 improvements project is currently in the midst of the environmental Impact Statement (EIS) development. The draft EIS was released for public comment in Fall 2002, and it is expected that a final document will be complete in late 2003. If the current schedule is adhered to, construction will begin in 2004, and be complete by 2010. According to the draft EIS, the basic purpose of the project is to “*improve transportation efficiency and reduce safety problems associated with this 19.8-mile segment of highway from the Massachusetts/New Hampshire state line to Manchester.*”

The draft EIS examined a wide range of alternatives, ranging from the “no-build” to a 4-lane expansion for the entire project length. Also included in the analysis were expanded bus service in the corridor and Transportation Demand Management initiatives such as employer-based incentives to change travel patterns. The preferred alternative contained in the draft EIS recommends widening the existing two-lane highway to four-lanes in each direction, combined with numerous improvements at Exits 1 through 5, the construction of three park and ride lots with bus facilities, the implementation of variable message signs and other intelligent transportation system measures along the corridor, the development of additional bikeways in close proximity to the highway, and the allocation of right-of-way for a future commuter rail corridor from the state line to Exit 5.

Of particular importance to Allenstown was the section of the draft EIS that examined the potential affect of the I-93 expansion on the 5 communities abutting the corridor, as well as 24 other communities within the "Secondary Impacts Study Area". Allenstown is a secondary impact community. This examination attempted to project increases in population and employment in each community due to the Salem to Manchester project by convening a wide-ranging panel with participants from local planning boards, real estate, the UNH and UMass, local and regional planners, environmental policy groups, and experts in finance, law and economics.

The projections prepared by the panel estimate that in 2020, and additional 500 people will live in Allenstown due to the project, along with approximately 100 new jobs. This growth would be in addition to the more than 900 people (and 200 jobs) that are expected be added to the town's population and employment base even if the project were not to be undertaken.

As part of the project mitigation, the NHDOT has recommended that funding be set aside to assist communities within the study area to enhance their public planning processes over the next several years to help address the impact of population and employment growth. The details of this mitigation plan will be clarified in the final EIS.

Bow to Concord

The I-93 Bow to Concord improvement project was added to the New Hampshire Ten Year Transportation Program (Ten Year Plan) in 2001, with the initiation of construction not expected until after 2010. The project will necessitate study of a wide range of options and issues between the I-89/I-93 interchange and Exit 16, including the number of lanes, improvements to exits within the study area, safety improvements, the protection of a future rail corridor, and traffic demand measures. The study process is expected to commence in 2003.

How Allenstown Can Get Involved

Allenstown should participate in any public information sessions held by the NH Department of Transportation. If funds become available for mitigation, the Town should take advantage of planning monies which may become available for the I-93 corridor towns to develop planning tools to handle anticipated growth.

Concord Area Transit

Concord Area Transit, in cooperation with the Central NH Regional Planning Commission (CNHRPC), surveyed all households in Allenstown and Pembroke in 2001 regarding their interest in future bus service between Concord and the two communities. With the generally favorable results of the survey, CAT sought federal funding to undertake a trial expansion of service through Pembroke into Allenstown.

Unfortunately, while the funding for this trial was supported by the New Hampshire Department of Transportation, the Federal Highway Administration did not support the proposal and the funding was not approved. In 2003, CAT and CNHRPC are undertaking a broader CAT expansion study to develop a long-range route expansion plan. It is envisioned that this study, in conjunction with the earlier survey results, will emphasize the demand for enhanced transit service in central New Hampshire, thus supporting future requests for federal assistance for route expansion.

How Allenstown Can Get Involved

Allenstown should continue to meet with the CNHRPC and Concord Area Transit for updates. Discussions with Pembroke will assist with the local support component of any CAT service expansion. The Town should educate itself with state and federal transportation funding programs available to small communities in the event that the expansion goes forward.

Pembroke Water Works

Pembroke Water Works is the municipal water supplier of Allenstown, Pembroke, and a small portion of Hooksett. Presently, water is pumped from five gravel-packed wells in Pembroke and Allenstown to two storage tanks, one in Pembroke and the other on the Pembroke/Hooksett Town line. Current regulations allow Pembroke Water Works to draw up to seven millions gallons of water per week. Service to Allenstown consists of 657 units, including residential, agricultural, public, and commercial use, which comprises 32% of the connections. Seventy-three hydrants are located in Allenstown which are also serviced by Pembroke Water Works.

Water lines in Allenstown are located in the downtown area and to the area of the intersection of Deerfield Road and Route 28. There is a short stretch from River Road to Lavoie Drive. A new well (the fifth) recently went online in fall of 2002.

Municipalities should constantly be vigilant about the state of their water supply. Several potential concerns relating to the supply and quality of water should be the effect of nonpoint and point pollution to the aquifer, the amount of water which will be needed to sustain growing populations of the three communities, and maintenance or replacement of existing lines.

How Allenstown Can Get Involved

Representatives from Allenstown should regularly attend Board meetings of the Pembroke Water Works to learn about the latest developments related to water supply. Allenstown should encourage that the Water Works develop a Capital Improvements Program which details proposed expenditures so the Board and the communities served can better predict future anticipated costs. Allenstown should meet with the Town of Pembroke to discuss nonpoint source pollution issues which will affect the entire aquifer and possible solutions to the issues.

As new commercial and residential development occurs in Allenstown, water lines should be extended from their existing locations. By extending the lines slightly further from the last developed parcel, economic development is encouraged by making the nearby parcels more attractive to buyers.

Allenstown School District and Pembroke Academy

Allenstown students attend Allenstown Elementary School, Allenstown's Armand Dupont Middle School, and Pembroke Academy. Bussing is provided to Allenstown schools, but not to Pembroke Academy. Other communities in SAU#53 (Chichester, Epsom, Pembroke, Deerfield) are also responsible for bussing their own high school students to Pembroke Academy. Allenstown has a significant high school drop out rate, and a high rate of drug use among its residents and teens. Of the Allenstown students entering Pembroke Academy in 1998, by 2002 30.6% of that class had dropped out.

Although Allenstown, Chichester, Epsom, and Deerfield students attend Pembroke Academy, its School Board is comprised of only Pembroke residents.

How Allenstown Can Get Involved

Education about risks of drugs and early intervention programs should continue into the high school. The Allenstown School Board should seek to establish or re-energize programs at Pembroke Academy that deal with this subject matter. For a low-income community, the importance of public bussing to schools cannot be understated. If teens cannot find a ride to school, they cannot attend class or receive the education they deserve. Bussing should be provided to Pembroke Academy for students of that school. Additionally, representation of Allenstown on the Pembroke Academy School Board should be sought to ensure that the interests of Allenstown be addressed.

Bear Brook State Park

Bear Brook State Park is owned by the State of New Hampshire and jointly managed by the NH Department of Resources and Economic Development's (NH DRED) Parks and Recreation (for the recreational activities) and by the Division of Forests and Lands (for timber management). Bear Brook State Park is comprised of over 9,500 acres of land and is located in the towns of Allenstown, Candia, Deerfield, Hooksett, and a small section of Epsom. The majority of this area, 6,564 acres, occupies 51% of Allenstown's total land area. Hooksett and Deerfield share the majority of the remaining 3,000 acres. Such a large tract of land greatly impacts land use in Allenstown. Though this land is utilized by residents and thousands of visitors a year, there are some drawbacks to the presence of such a large tract of land in a town.

One of the greatest drawbacks is the loss of taxable land due to the presence of the Park. This has noticeably impacted the economy of the town. Another negative impact of Bear Brook State Park is the increased flow of traffic from the 50,000 visitors per year. The Allenstown entrance to Bear Brook State Park is Deerfield Road, located off of US Route 28. This can result in traffic volume and intersection safety issues during certain times of the year.

Economically, Bear Brook State Park's 50,000 yearly visitors have the potential to spend tourism dollars in Allenstown. Since the Park is a recreation destination, eating establishments, recreational shops and services, food kiosks, and bed and breakfast establishments can provide the support services necessary to turn a day trip into a weekend trip to Bear Brook State Park. From this perspective, the Park can be viewed as an asset which few other communities in New Hampshire can boast.

Recently, there has been discussion of expanded legal Off Highway Recreational Vehicle (OHRVs) use in the Park. More use of OHRVs would degrade the existing uses of the Park through trail erosion and noise. Increased OHRV use would also require the Town of Allenstown and other towns abutting the park to expend more resources on law enforcement and emergency response within Bear Brook State Park. Candia, Deerfield, and Hooksett will have similar issues but at a much smaller scale than Allenstown.

How Allenstown Can Get Involved

The Town should meet with representatives of NH DRED to increase communication and coordination relative to all happenings in the Park. The Town should research how other communities in New Hampshire have dealt with the lack of tax revenue that the respective State Parks, and how to change the perception from economic detriment to economic asset. Allenstown should attract small businesses to the Town and Park area to provide goods and services that park visitors would want. Kiosks would be a relatively easy way to begin the process to get visitors considering Allenstown's Bear Brook State Park as an all-encompassing destination.

In order to effectively provide leverage when dealing with the State about Bear Brook State Park, Allenstown should form a group of collective bargainers with community leaders from Deerfield, Hooksett, Candia, and Epsom. The talents of State legislators and State senators should be utilized to assist Allenstown with the issues surrounding the Park.

Hooksett Residential and Commercial Growth

The population of Hooksett was 11,271 with the number of dwelling units at 4,150 in 2000. This results in 2.8 persons per household. In 1990, the population was 9,002, which is an increase of 33.7%. To put this in proportion, Allenstown's growth from 1990 to 2000 was 4.2%. With its high degree of commercial development along Route 3, Hooksett is a regional destination for area residents. Routes 3 and 3A are the primary travel corridors and traffic does not often flow freely.

The Town of Hooksett is currently updating its Master Plan, which was last developed in 1989. Many questions are being explored and projections are being examined. One projection is that prime residential development in specific locations of Hooksett could increase number of homes by 1,650 by 2015 in these areas alone. Many housing options are being explored in their new Master Plan, including cluster development, cost of housing, types of housing, and lot size. Economic considerations are also being examined, such as conflicts between a downtown and a village and incentives for new businesses to locate to Hooksett. The Town anticipates presenting the updated Master Plan to the public for review in late spring 2003.

With increasing population and housing trends, growth pressure from Hooksett may extend into Allenstown. Increased population in Hooksett will result in additional commuters. In addition, commercial growth will bring more through-traffic to Allenstown via Route 3. Sprawl from Hooksett may also result from further development as available land in Hooksett decreases.

How Allenstown Can Get Involved

Allenstown should begin comprehensive planning for the entire Town, including rewriting the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations to reflect the anticipated growth from surrounding communities. A buildout analysis should be conducted to guide the rewriting of the documents. Rewrites should include an emphasis on mixed use; encouraging infill and redevelopment; strengthening the Route 3 corridor in Allentown with pedestrian facilities and access management; enacting a floodplain Zoning District; and changes boundaries of zoning districts as appropriate.

Double-Decker Bridge Replacement

The double-decker bridge crossing the Suncook River between Allenstown and Pembroke is a key feature of the transportation network in the area. The bridge is also much more than simply a transportation feature, it is historic, it is unique in design, and it links two communities together. The decision to replace the bridge was not one made easily by the New Hampshire Department of Transportation, but after examining the structural elements of the bridge, it was decided that building a new bridge was the best avenue to pursue. The US Route 3 bridge is currently scheduled to be replaced in 2006, although that date may still change in the future.

US Route 3 carries a large amount of traffic traveling between two large commuting destinations, Hooksett and Concord. It also carries a large amount of traffic between the Town of Allenstown and the Town of Pembroke and is in fact, both communities' busiest roads. With approximately 10,000 vehicles per day traveling the corridor, the importance of the double-decker bridge is clearly evident. One of the most difficult elements of any road improvement project is managing traffic during the construction, particularly when 10,000 vehicles are involved. The New Hampshire Department of Transportation explored detouring traffic on adjacent local streets while the construction was taking place, but did not find this option suitable from a safety standpoint. The most reasonable option remaining is to construct the new bridge separate from the existing bridge on the southern side.

After hearing at several meeting from both the Town of Allenstown and the Town of Pembroke, the New Hampshire Department of Transportation heard clearly that both communities would like to preserve the unique character that the existing double-decker bridge has. At this time, the preferred alternative includes constructing the new bridge as a double-decker bridge in an attempt to preserve as much of that character as possible. The new bridge, just as the old bridge does now, will include a lower-level local connector street with sidewalks. Changes are also planned for the intersection of Turnpike Street with US Route 3 to improve safety in the area. The existing open access from Turnpike Street to US Route 3 will be closed, requiring vehicles to access US Route 3 via School Street.

While the preferred alternative has been outlined by the New Hampshire Department of Transportation, opportunities for public input and involvement still exist. The Department will hold a Public Hearing at some point in the months to come regarding the project. Any input received at the meeting will need to be considered by the New Hampshire Department of Transportation before a final design is settled on. The new US Route 3 bridge will function as a safe and efficient component of the transportation network and hopefully, it will also continue to have a unique character reminiscent of the original bridge.

How Allenstown Can Get Involved

At a public hearing held sometime in the coming months, officials from both communities and residents in general will have another opportunity to discuss any issues they have with the project. While the public involvement process for this project has been thorough, the Town of Allenstown should continue to strengthen the lines of communication with the New Hampshire Department of Transportation and the adjacent communities to help ensure future projects experience similar success.

Working with the Highway District Engineer regarding road maintenance, winter plowing, and driveway permitting is one avenue to pursue to continue strengthening relationships. In addition, working with the Central New Hampshire Regional Planning Commission and having a representative on the region's Transportation Advisory Committee, an Committee that meets regularly with Department representatives, will help ensure that Allenstown's interests are being met.

Main Street Bridge Replacement

The bridge on Main Street between Pembroke and Allenstown is scheduled to be replaced in 2004. Improvements will include widening the bridge, repairing the sidewalks, resurfacing to Library Street, and sidewalk repair. Street lighting will be identical to Suncook Village's on the Pembroke side of the bridge.

Main Street bridge replacement in Allenstown offers a unique opportunity (see **Downtown Suncook** below). While the public information meetings were held in early 2001, the NH Department of Transportation should begin working on the construction in 2004. Preparatory work of taking two houses has occurred, and demolition should be completed in 2003.

How Allenstown Can Get Involved

The Town should continue to communicate with the NH Department of Transportation to ensure that Allenstown's interests (historic lighting, sidewalks, etc) will be considered in the process of replacing the Main Street Bridge.

OPPORTUNITIES OF PARTNERING WITH NEIGHBORING COMMUNITIES

These opportunities are not the influences reviewed in the previous section but offer a chance for Allenstown to join with other Towns to develop a project or produce a legacy. Regionally, towns may accomplish together what they could not accomplish alone because of funding, increased resources, or because of the sheer size of the goal. Allenstown should take advantage of the following special opportunities that will make a lasting a difference to the community.

Downtown Suncook

Downtown Suncook is officially located in Pembroke right across the Suncook River from Allenstown. The entire area was more economically and characteristically united from 1735, when a bridge was built across the Suncook River, to the industrial age of the late 1800's and early 1900's. Mills were built along the banks of the River and provided employment for area residents. Once the use of the Old Meeting House was discontinued in 1876, community meetings were held at Hayes Hall in the Allenstown downtown area just south of the bridge. Culturally, Bartlett's Opera House opened in Suncook, at the same time as the use of the Hayes Hall commenced as a gathering place, hosting numerous grand performances by professional traveling companies.

Today, Suncook is a beautiful, quaint, and underutilized resource and commercial center. In recent years, revitalization efforts have repaired the Clock Tower and attracted businesses to the area. The Post Office, which proudly boasts the name, is situated in Suncook. The Suncook River offers scenic views. It has the potential to become a destination for residents of Pembroke, Allenstown, and travelers wanting to walk and shop in a historic downtown setting. The Allenstown side of Main Street, just south of Suncook and the Suncook River, is bordered by large homes. Municipal services such as the Library, the Recreation Center at Whitten Park, the Fire Department, and the Middle School are located farther down the Street.

Allenstown is looking to “streetscape” its Main Street using historically styled lighting, benches, signage, and street trees. A unique opportunity is available for Allenstown to culturally and visually connect to the existing Downtown Suncook in Pembroke.

How Allenstown Can Get Involved

Pembroke has a number of active groups that work hard to promote and revitalize Suncook. Allenstown should contact the Pembroke Old Home Day Committee and the Meet Me in Suncook group to establish interaction and begin a commitment to extend the “look and feel” of Suncook into Allenstown.

Trails and Conservation Lands

Trails and conservation lands are an important part of Allenstown’s appeal to residents and visitors. The presence of Bear Brook State Park provides many recreation opportunities. The trail system in the Park is extensive and can potential expand into surrounding communities. This is most apparent with the snowmobile trail network located in the heart of the Park. Other trails in the Park are multi-use during the summer and winter for hiking, cross-country skiing, biking, and horseback riding. In addition to providing recreational opportunities to the Allenstown residents, the trail system invites over 50,000 summer visitors every year.

Bear Brook State Park occupies just over half of the land area in Allenstown. In addition, other smaller land conservation land areas exist within the town. Though none of these areas are permanently protected from development, they do limit the amount and type of development that has occurred within Allenstown. This land, most obviously Bear Brook State Park, can provide a source of open space that may be enjoyed for various recreational opportunities by Allenstown and the surrounding communities. Additional conservation lands with easements upon them can permanently protect parcels and areas from development.

Deerfield, Hooksett, and Epsom abut Allenstown; the Suncook River is situated between Pembroke and Allenstown. A regional trails network exists in Bear Brook State Park, and conservation lands extend into Epsom, Deerfield, Hooksett, and Candia.

How Allenstown Can Get Involved

Allenstown should look to have conservation easements donated on lands which abut the Park. The lands to concentrate on should have wetlands, areas of steep slope, or parcels which will provide good trail access. Area land trusts can be contacted to provide the technical assistance required in contacting landowners and the drafting of easement documents. Partnering with any of the abutting communities to preserve a strategic parcel of land will result in a sharing of the tasks involved and will enhance relations between the towns.

Bear-Paw Regional Greenways

This land trust was established by resident volunteers who are concerned about the loss of open space lands. Bear-Paw envisions a series of greenways comprised of private and public lands that connect large conservation areas in the vicinity of Bear Brook, Pawtuckaway, and Northwood Meadows State Parks. Protection of this land network will safeguard important wildlife habitat and travel routes, surface water, ground water, wetlands, scenic resources, and recreational opportunities. The group works on a voluntary basis with landowners, towns, and other conservation organizations to target key ecological features for protection.

Bear-Paw members also work on community-based projects which include expanding town forest lands and locating funding sources for land conservation. Educational events are held on topics such as estate planning, land protection workshops, forest management tours, and guided walks on conservation land. Outreach to landowners is a key focus in Bear-Paw's mission.

Municipal membership to the organization is voluntary and costs less than \$200 per year. Spanning Allenstown, Epsom, Candia, Deerfield, Northwood, Strafford, Nottingham and Raymond, Bear-Paw's only non-member is Allentown. Membership buys the educational workshops, access to community assistance, and, most importantly, the frame of mind to begin working regionally on land protection efforts.

How Allenstown Can Get Involved

Allenstown should re-establish its Conservation Commission, and then become a yearly member of Bear-Paw Regional Greenways. The Conservation Commission should take advantage of the educational and technical resources that Bear-Paw provides to first educate itself and then to begin the process of long-range planning for the protection of strategic parcels within Allenstown. By working with other municipalities in the Bear-Paw area on similar issues, information can be shared and a support network will be generated. In addition, the Town can learn how other communities with significant amounts of State owned land deal with the situation.

PARTICIPATION IN REGIONAL GROUPS AND ORGANIZATIONS

The benefits to being involved with regional groups are a heightened awareness of how outside actions will have an impact on Allenstown and the ability to take advantage of the services and knowledge that is available to members or representatives. The shared pool of resources is an asset waiting to be tapped. In addition to the regional groups and organizations mentioned in the previous sections, solid relationships with the following entities should also be developed.

Central NH Regional Planning Commission

The Central NH Regional Planning Commission (CNHRPC) is a voluntary member-driven planning advisory entity in the Concord area. Twenty communities are served. Membership to the CNHRPC provides access to free or low cost planning services such as Master Plan development, development review assistance, traffic counts, zoning ordinance revision, educational workshops, geographic information system mapping, information on latest available programs, grant projects, and statistical data.

How Allenstown Can Get Involved

The Town of Allenstown is currently a member of the CNHRPC. The Town is fully represented and takes advantage of the services CNHRPC offers. The Town should sustain its relationship with CNHRPC to ensure that Allenstown continues to learn how to utilize wise growth principles and techniques as the Town faces new development pressures.

Regional Resource Conservation Committee

The Regional Resource Conservation Committee (R2C2) is an advisory committee of the CNHRPC that meets quarterly. Comprised of Conservation Commission, Planning Board, and Board of Selectmen representatives from the 20 towns in the Central NH Region, the group discusses issues which affect their communities and holds guest speaker presentations to inform the R2C2 about the latest environmental or land preservation topics.

How Allenstown Can Get Involved

Allenstown does not have representatives to the R2C2, possibly because there is no active Conservation Commission. After a Conservation Commission is re-established, the Town should appoint two representatives to the CNHRPC's R2C2.

Transportation Advisory Committee

The Transportation Advisory Committee (TAC) is an advisory committee of the CNHRPC which is comprised of local appointed representatives from communities within the region as well as members from other local, state, and federal agencies. The official purposes of TAC are to provide technical advice and policy recommendations regarding transportation planning issues. The TAC organizes and recommends projects for the Regional Transportation Improvement Program, the State Transportation Improvement Program, and ranks Transportation Enhancement and Congestion Mitigation-Air Quality grant applications for funding. TAC meets quarterly.

How Allenstown Can Get Involved

Allenstown does not currently have a representative to the TAC. The Town should appoint a representative to CNHRPC's TAC to ensure that the transportation interests of Allenstown are represented.

NH Office of State Planning

The Office of State Planning (NH OSP) is based in Concord and is legislatively required to plan for the orderly development of the state and the wise management of the state's resources; compile, analyze, and disseminate data, information, and research services to advance the welfare of the state; encourage and assist planning, growth management, and development activities of cities and towns; administer select federal and State grant-in-aid programs; and participate and advises in matters of land use planning regarding lakes and rivers management programs. The Office State Planning typically does most of its work with communities through the regional planning commissions.

How Allenstown Can Get Involved

The Town should be aware of the projects and services that the OSP offers. Particularly, the Planning Board should subscribe to the free Plan-Link list serve to be kept abreast of issues other towns in New Hampshire are facing with respect to growth. The NH OSP website should be regularly visited to view the calendar of educational planning workshops and events.

New Hampshire Municipal Association

The NH Municipal Association (NHMA) was formed over 50 years ago by a group of concerned local officials who felt that by pooling resources and concerns, New Hampshire communities could better work together with a common voice. Today, NHMA represents 233 of the 234 Granite State communities and offers legal and technical assistance, legislative representation, training and workshops, and personnel services.

How Allenstown Can Get Involved

Allenstown is currently a member of the NHMA. The Town should enhance its use of NHMA's services to take full advantage of its membership.

Concord Area Trust for Community Housing

Since 1989, the Concord Area Trust for Community Housing (CATCH) has been helping families to become homeowners or find a stable, affordable apartment in the Concord area. Their mission seeks to increase the supply of affordable apartments, searching beyond city limits to expand housing choices, educating and empowering families to take control of their finances, and nurturing neighborhoods through quality local management. To date, 142 dwellings have been built or rehabilitated and 350 people have gained access to decent and affordable housing.

How Allenstown Can Get Involved

From the **HOUSING CHAPTER**, Allenstown expressed interest in housing rehabilitation and should contact CATCH to find out if the organization can assist the Town. CATCH also offers homebuyer education programs and may be able to provide assistance to potential residents or current renters looking to purchase a home in Allenstown. Their brochures and information should be made available in Town Hall for residents to pick up when visiting.

SUMMARY

Although Allentown is faced with many internal issues and concerns, it needs to be aware that it may not have much control over another whole set of issues that will affect the Town from the outside. Many different regional influences, from transportation growth to environmental threats to population and housing influxes, will exert degrees of pressure on Allentown. Allentown needs to be adequately prepared to handle these exterior demands by becoming involved in the regional processes and therefore being in a better position to respond positively to forthcoming pressures or problems. Establishing a relationship with regional groups and abutting communities will ensure that communication lines are open and that Allentown finds itself in the best position to influence whatever demands come this way.

Chapter XI **IMPLEMENTATION**

PURPOSE OF AN IMPLEMENTATION CHAPTER

In the 2002 New Hampshire legislative session, the statutes relative to Master Plans, 674:2-3, were rewritten to reflect the need for closer coordination among municipal Master Plan elements and for coordination of local, regional, and state projects and processes. Two sections of a Master Plan are now required, a community vision section and a land use section, in order to adopt a Zoning Ordinance. Several new sections are suggested that were not in the old legislation, such as natural hazards, a neighborhood plan, implementation, and regional concerns. Allenstown's 2003 Master Plan contains both of the mandatory sections: the community vision is located within the Introduction, Goals and Objectives, and Appendix Chapters, and the land use section is found within the Existing and Future Land Use Chapter. Revisions to the Master Plan are recommended every five to ten years. All of these changes result in a more comprehensive planning document. The new law became effective on June 16, 2002.

In terms of the recommended implementation chapter, the Town of Allenstown felt it was imperative to put the new Master Plan into action. According to RSA 674:2, III, the Master Plan may include the following sections:

“..(m) An implementation section, which is a long range action program of specific actions, time frames allocation of responsibility for actions, description of land development regulations to be adopted, and procedures which the municipality may use to monitor and measure the effectiveness of each section of the plan.”

This Chapter will enable the Allenstown Planning Board and Board of Selectmen to oversee the completion of the 175 Recommendations of this Master Plan. Each of these Recommendations was prioritized, by the respective Subcommittee that developed it, according to project leader, when it should be completed, and approximately how much money it would cost to complete. In addition, a detailed schedule of coordination and completion activities which should take place over the next four years will lay out the structure for the completion of the tasks of this Master Plan. This Chapter is dynamic and should be reviewed and modified after 15 months to measure the progress made on the Recommendations.

PRIORITIZED RECOMMENDATIONS

The Master Plan Steering Committee, representing various Town Boards, ranked each of the Recommendations according to whether it was a high, medium, or low priority, and indicated who would be responsible for leading the implementation. The highest priorities were to be completed within two years of the Master Plan completion, by March 2005. The medium priorities were to be completed by March 2006, and the lowest priorities by March 2007. Approximate costs were associated with each recommendation.

Abbreviations were used to simplify the presentation of results:

H = High Priority, to be completed by March 2005
 M = Medium Priority, to be completed by March 2006
 L = Low Priority, to be completed by March 2007

N\$ = Negligible Cost or Zero Cost
 \$ = Less than \$10,000
 \$\$ = \$10,000 to \$25,000
 \$\$\$ = Over \$25,000

Table XI-1
 Project Leader and Recommendations Summary

	H	M	L	Total
Number of Recommendations	129	55	52	216
Allenstown Revitalization Association	4	--	1	5
Board of Selectmen	46	20	12	78
Conservation Commission	1	5	6	12
Economic Development Committee	--	2	3	5
Fire Department	1	3	--	4
Grant Writer or Grant Committee	--	--	1	1
Highway Department	5	3	--	8
Historical Society	8	7	1	16
History and Culture Subcommittee	1	--	--	1
Library Trustees	--	1	4	5
Parks and Recreation	7	2	2	11
Planning Board	33	7	1	41
Police Department	3	1	--	4
School Board	7	3	--	10
Sewer Commissioners	6	1	1	8

The following Recommendations are a compiled list of all those found within the Chapters of the Allenstown 2003 Master Plan. The Boards, Commissions, Departments, and Committees are listed in alphabetical order.

The Chapters are abbreviated with the following two-letter designations:

HC = History and Culture
 PE = Population and Economics
 HO = Housing
 NF = Natural Features
 CF = Community and Recreational Facilities with Utilities
 TR = Transportation
 LU = Existing and Future Land Use
 RC = Regional Concerns

Table XI-2
Prioritized Action Plan

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
N\$	H	Develop a community action group to act as a liaison between citizens and the State to promote and protect historical resources within Bear Brook State Park.	HC	Allenstown Revitalization Association		1
N\$	H	Revitalize the Allenstown Revitalization Association.	HC	Allenstown Revitalization Association	Community members	2
N\$	H	Seek grants to provide funding for community projects.	HO	Allenstown Revitalization Association	Board of Selectmen	3
\$	H	Increase the Town's use of Bear Brook State Park for community events.	HC	Allenstown Revitalization Association	Community action group, Boy Scouts	4
\$	H	Promote an "East meets West" cultural group to bring the two geographic populations of Allenstown together.	HC	Allenstown Revitalization Association	Community action groups	5
\$	L	Establish drama clubs, lecture series, book clubs, chorus clubs, art programs.	HC	Allenstown Revitalization Association	Happy Singers, library, churches, community members	6
N\$	H	Communicate regularly with Concord Area Transit (CAT) and Pembroke for updates on the status of bus service options to Allenstown.	HO	Board of Selectmen	Pembroke Board of Selectmen	7
N\$	H	Monitor the need for a Fire and Police substation as the population grows in the Bear Brook area.	HO	Board of Selectmen	Fire Department, Police Department	8
N\$	H	Establish a Welcome wagon to welcome new residents and businesses to Allenstown.	HO	Board of Selectmen	Allenstown Revitalization Association, Rocky Road Tenants Association, Senior Center	9
N\$	H	Partner with different organizations, or youth groups to develop projects that further enhance Allenstown.	HO	Board of Selectmen	Allenstown Revitalization Association	10
N\$	H	Meet with Bear Brook State Park representatives to determine how the Town and State can work cooperatively.	LU	Board of Selectmen	Conservation Commission, Historical Society	11
N\$	H	Work with State legislators and Senators to ensure that warm weather recreation in the Park remains non-motorized.	LU	Board of Selectmen	Conservation Commission, townspeople, Historical Society	12
N\$	H	Reestablish the Allenstown Conservation Commission.	NF	Board of Selectmen	NH Association of Conservation Commissions	13
N\$	H	Encourage the School Board to take a more proactive role in overseeing and managing the Allenstown School System (SAU/Pembroke Academy).	CF	Board of Selectmen	School Board	14
N\$	H	Increase and maintain awareness of the Bow PSNH Power Plant and how it affects air quality in Allenstown, as well as support state regulations to reduce emissions from power plants.	NF	Board of Selectmen	Conservation Commission	15

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
N\$	H	Solicit public access to the Suncook River in the design of the new double-decker bridge project.	NF	Board of Selectmen	Road Agent, Recreation Committee, Pembroke, Department of Transportation.	16
N\$	H	Work with the NH Department of Transportation to explore options for the creation of a crossing of US Route 3 in the vicinity of Granite Street.	TR	Board of Selectmen	Highway Department, Town Engineer	17
N\$	H	Work with the NH Department of Transportation (NHDOT) regarding the placement and maintenance of crosswalks on State roads within Town.	TR	Board of Selectmen	Highway Department, Police Department	18
N\$	H	Establish a Building Committee for the Police and Highway Departments (Police Department).	CF	Board of Selectmen	Police Department, Highway Department	19
N\$	H	Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership.	TR	Board of Selectmen	Highway Department, Administrative Assistant	20
N\$	H	Hire a self-funding grant writer to seek funds for all Town Departments and projects (Town Hall).	CF	Board of Selectmen	Administrative Assistant	21
N\$	H	Revert 7.8 miles of Deerfield Road (a Class III road) to State ownership (Highway Department).	CF	Board of Selectmen	Highway Department, Administrative Assistant	22
N\$	H	Work with the NH Department of Transportation Highway Maintenance District V to review and correct areas of state roadways that have experienced a high frequency of accidents and/or are generally perceived to be dangerous. The Town of Allenstown should also review similar areas found on local streets.	TR	Board of Selectmen	Highway Department, Police Department	23
N\$	H	Lobby against motorized recreation in Bear Brook State Park and promote the continuation of passive recreation.	NF	Board of Selectmen	Police Department, Fire Department, Conservation Commission, Road Agent, Deerfield, Hooksett, Candia, and Epsom, State Representatives and Senators	24
N\$	H	Pursue increased state financial support of the Town for services provided in Bear Brook State Park.	NF	Board of Selectmen	Administrative Assistant, Police Department, Fire Department, Conservation Commission, Road Agent, State Representatives and Senators	25
N\$	H	Coordinate with Deerfield, Epsom, Hooksett, and Candia to establish a collective bargaining system for dealing with the Park.	NF	Board of Selectmen	Deerfield, Epsom, Hooksett, Candia	26

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
N\$	H	Research, recommend, and implement a voucher program for elementary and secondary schooling.	PE	Board of Selectmen	Budget Committee, Planning Board	27
N\$	H	Join the Suncook Area Residents Against Power Plant Pollution to keep abreast of the happenings at the Power Plant.	RC	Board of Selectmen	Conservation Commission, Health Officer	28
N\$	H	Maintain communication with the NH Department of Transportation to be kept abreast of the double-decker bridge project, the I-93 corridor environmental impact statement, and roadway maintenance practices of Routes 3 and 28, and to look for opportunities to build new pedestrian facilities, for safety improvements, and for driveway access permits.	RC	Board of Selectmen	Highway Department, Planning Board	29
N\$	H	Enhance communication with and establish a relationship with the NH Department of Resources and Economic Development to be kept abreast of happenings in Bear Brook State Park and to seek additional input in the decisions being made.	RC	Board of Selectmen	Historical Society, Conservation Commission, Police Department, Fire Department	30
N\$	H	Seek representation on the Central New Hampshire Regional Planning Commission's Regional Resource Conservation Committee and Transportation Advisory Committee.	RC	Board of Selectmen	Conservation Commission, Highway Department	31
N\$	H	Plan for elderly housing in Allenstown which will be in close proximity to essential services such as transit, grocery, safety, and medical services.	RC	Board of Selectmen	Planning Board, Zoning Board	32
N\$	H	Take advantage of planning monies which may become available for the I-93 corridor area towns and use them to provide Allenstown with planning tools to handle anticipated growth from the expansion of I-93.	RC	Board of Selectmen	Grant Writer, Planning Board, Highway Department	33
N\$	H	Monitor air quality reports from the NH Department of Health and Human Services for the Public Service of NH Power Plant in Bow.	RC	Board of Selectmen	Health Officer, Conservation Commission	34
N\$	H	Establish relationships with the NH Office of State Planning, NH Municipal Association, and Concord Area Trust for Community Housing to be better kept informed of planning, municipal, and housing issues in the State.	RC	Board of Selectmen	Administrative Assistant, Planning Board, Welfare Director	35
\$	H	Join the Bear-Paw Regional Greenways to enhance the greenway and networking opportunities in the northeast corner of Allenstown.	NF	Board of Selectmen	Conservation Commission, Bear-Paw Regional Greenway	36
\$	H	Review NH laws governing the use of off-highway recreational vehicles (OHRVs) and consider creating a plan or policy to better manage safe travel of the vehicles in and around Allenstown as well as the enforcement of the NH laws.	TR	Board of Selectmen	Police Department, Fire Department, Town Attorney, Citizens group	37

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	H	Research liability issues regarding Class VI and private roads in regards to emergency services, maintenance, and access.	TR	Board of Selectmen	Administrative Assistant, Planning Board, Highway Department, Town Attorney	38
\$	H	Install the generator and establish a system for testing and maintaining the device (Town Hall).	CF	Board of Selectmen	Fire Department	39
\$	H	Work to obtain input regarding Park development.	HC	Board of Selectmen	Conservation Commission, State Representatives	40
\$	H	Resurrect the Economic Development Committee to research and recommend, economic incentives , such as provide sewer and water, provide tax breaks, encourage charitable and professional organizations, promote businesses on a website and develop pamphlets, to commercial and industrial businesses that will employ more local residents of the Town.	PE	Board of Selectmen	Sewer Commission, Pembroke Water Works, Tax Collector	41
\$	H	Form a group of collective bargainers with community leaders from Deerfield, Hooksett, Candia, and Epsom as well as State legislators and State senators to leverage local input on Bear Brook State Park.	RC	Board of Selectmen	Conservation Commission, Town Attorney	42
\$\$	H	Develop Suncook River Access for non-motorized boating and swimming on town-owned land, one such is Allen Avenue parcel.	NF	Board of Selectmen	Conservation Commission, Recreation Committee, Road Agent	43
\$\$	H	Institute strategies and policies, such as modernizing town services or creating fees for services, that lessen the individual tax burden on town residents.	PE	Board of Selectmen	Administrative Assistant, Road Agent, Police Department, Fire Department, Planning Board, Tax Collector	44
\$\$	H	Hire a Planning and Zoning Coordinator (Town Hall).	CF	Board of Selectmen	Planning Board, Zoning Board	45
\$\$	H	Create a part-time Planning Board/Zoning Board coordinator position to be responsible for collecting of applications, noticing, mailings, and other clerical work.	LU	Board of Selectmen	Planning Board, Zoning Board	46
\$\$\$	H	Provide bussing for students to Pembroke Academy	PE	Board of Selectmen	School Board, APPLE (PTA)	47
\$\$\$	H	Purchase a fire-proof town vault to store past and present day town documents.	HC	Board of Selectmen	Historical Society	48
\$\$\$	H	Procure and develop a cemetery location for the Town (Cemeteries).	CF	Board of Selectmen	Highway Department, Trustee of Trust Funds	49
\$\$\$	H	Pay officers and staff more competitively to lessen the likelihood of turnover (Police Department).	CF	Board of Selectmen	Police Department, Budget Committee, NH Municipal Association	50

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$\$\$	H	Provide bussing for Pembroke Academy students from the Town of Allenstown (SAU/Pembroke Academy).	CF	Board of Selectmen	School Board, Budget Committee	51
\$\$\$	H	Coordinate with the Town and NH DES to ensure that the landfill is properly capped (Transfer Station).	CF	Board of Selectmen	Highway Department, NH Department of Environmental Services	52
\$\$\$	H	Create a downtown "Main Street", with characteristic lighting, signage, and benches, which encourages both stores and residences in a walkable destination area.	RC	Board of Selectmen	Planning Board, Highway Department, Allenstown Revitalization Association, Police Department, Fire Department	53
N\$	M	Erect "Welcome to Allenstown" signs when entering the Town at all town lines.	HO	Board of Selectmen	Allenstown Revitalization Association, Youth Groups	54
N\$	M	Establish a Committee to become involved in projects that promote the Town to businesses and residents (such as business sponsorship awards for landscaping and painting, etc).	HO	Board of Selectmen	Allenstown Revitalization Association, Adopt a Highway	55
N\$	M	Institute a voucher program study commissioned for grades 9-12 (SAU/Pembroke Academy).	CF	Board of Selectmen	School Board, Administrative Assistant, Budget Committee	56
N\$	M	Develop incentives (such as recognition and promotion) for homeowners and manufactured home park renters.	HO	Board of Selectmen	Allenstown Revitalization Association, Rocky Road Tenants Association	57
N\$	M	Reestablish the Economic Development Committee.	LU	Board of Selectmen	Planning Board, Zoning Board, Allenstown Revitalization Association	58
N\$	M	Encourage the establishment of a Grant Search Committee for Allenstown.	LU	Board of Selectmen	Budget Committee	59
N\$	M	Seek more local control over the uses of Bear Brook State Park.	NF	Board of Selectmen	State Representatives and State Senators	60
N\$	M	Work with government entities to obtain a free or discounted pass to the Park for Allenstown residents.	HC	Board of Selectmen	State Representatives	61
N\$	M	Seek a fee reduction for Allenstown residents to access Bear Brook State Park (Recreation).	CF	Board of Selectmen	Parks and Recreation, Citizen group	62
N\$	M	Expand the list of providers to provide utility options for Allenstown residents (Utilities).	CF	Board of Selectmen	Administrative Assistant	63
\$	M	Develop a streetscaping program, including pedestrian facilities, lighting, and benches, along Route 3 to attract new businesses and motorists to the vicinity.	RC	Board of Selectmen	Allenstown Revitalization Association, Parks and Recreation, Highway Department	64
\$	M	Extend the town clerk's office hours to more readily assist the public (Town Hall).	CF	Board of Selectmen	Administrative Assistant, Town Clerk	65

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	M	Ensure the economic stability of Pembroke Water Works, such as through the development of a Capital Improvements Program (Utilities).	CF	Board of Selectmen	Administrative Assistant, Pembroke Water Works	66
\$	M	Establish a grant committee to seek grants from the state and federal governments to provide economic and educational programs or assistance (such as job training, vocational workshops, job placement programs, educational grants and application assistance) to Allenstown residents.	PE	Board of Selectmen	Allenstown Revitalization Association, Economic Development Committee, School Board, Welfare Department, Recreational Committee	67
\$	M	Develop and implement a consistent and symmetrical landscaping theme for Allenstown that is recognizable by residents and businesses (logo, signage, bridges, identical street lights, street tree program, etc).	HO	Board of Selectmen	Road Agent, Allenstown Revitalization Association	68
\$\$\$	M	Develop a streetscaping program for Main Street with consistent landscaping , benches, historic markers, and signage to invite people to Allenstown.	LU	Board of Selectmen	Historical Society, businesses, Pembroke	69
\$\$\$	M	Preserve open space and public access to the Suncook and Merrimack Rivers.	NF	Board of Selectmen	Conservation Commission, Recreation Committee	70
\$\$\$	M	Pursue agricultural conservation easements on those remaining properties suitable for agriculture in Town.	NF	Board of Selectmen	Conservation Commission	71
\$\$\$	M	Encourage conservation easements on properties in the northeastern corner of Town where wetlands occur and which are remote from established town services.	NF	Board of Selectmen	Conservation Commission, BearPaw Regional Greenway	72
\$\$\$	M	Integrate an ambulance service within the Fire Department (Fire Department).	CF	Board of Selectmen	Fire Department, Budget Committee	73
N\$	L	Encourage that a larger facility with adequate parking be located in Allenstown (Suncook Post Office).	CF	Board of Selectmen	Planning Board, Zoning Board	74
N\$	L	Continue communications with Concord Area Transit, the Town of Pembroke, and the Central New Hampshire Regional Planning Commission to ensure that public bus service to Allenstown is provided in the future.	RC	Board of Selectmen	Welfare Director	75
N\$	L	Attract assisted living communities to locate to Allenstown.	HO	Board of Selectmen	Building Inspector, Welfare Officer	76
N\$	L	Attend Board meetings of the Pembroke Water Works to learn about the latest developments related to water supply and to encourage the development of a Capital Improvements Program.	RC	Board of Selectmen	Planning Board	77
N\$	L	Seek funds for the procurement of such land.	LU	Board of Selectmen	Grant Search Committee, Economic Development Committee	78

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	L	Seek State and Federal funding by working with the Central New Hampshire Regional Planning Commission to prepare a comprehensive transportation plan that includes funding availability for the desired projects and programs.	TR	Board of Selectmen	Planning Board	79
\$	L	Hire one or more part-time employees for the Transfer Station (Transfer Station).	CF	Board of Selectmen	Highway Department, Budget Committee	80
\$\$\$	L	Enact a recycling program and build a facility with NH DES assistance (Transfer Station).	CF	Board of Selectmen	Highway Department, NH Department of Environmental Services	81
\$\$\$	L	Develop a Geographic Information System (GIS) for the Suncook Waste Water Treatment Plant Highway Department, Police Department, and Fire Department to automate response and computerized records.	PE	Board of Selectmen	Sewer Commission, Road Agent, Police Department, Fire Department	82
\$\$\$	L	Encourage the steady procurement and deployment of the latest technologies for the Police and Fire Departments, Town Hall Offices, and Highway Department.	PE	Board of Selectmen	Budget Committee, Police Department, Fire Department, Highway Department	83
\$\$\$	L	Extend the existing water lines as needed.	CF	Board of Selectmen	Pembroke Water Works, Planning Board, Budget Committee, Highway Department, Sewer Commission	84
\$\$\$	L	Encourage the extension of water lines beyond parcels being developed to better attract new businesses and industries to the area served.	RC	Board of Selectmen	Planning Board, Sewer Commission, Budget Committee	85
\$	H	Encourage environmental education in the Allenstown curriculum, focusing on the natural heritage in Bear Brook State Park.	NF	Conservation Commission	Allenstown School District	86
\$	H	Enact an Aquifer Protection Overlay District to protect the health of the aquifer.	RC	Conservation Commission	Planning Board	87
N\$	M	Research what other towns with significant amounts of state lands are doing to address the impact of the parks within their town (eg. Pillsbury and Pisgah State Forests).	NF	Conservation Commission	Administrative Assistant	88
N\$	M	Coordinate regularly with Pembroke Water Works and the NH Department of Transportation to ensure practices for the continued health and water availability of the aquifer are undertaken.	RC	Conservation Commission	Health Officer	89
N\$	M	Take advantage of the technical assistance services the Natural Resource Conservation Service offers to municipalities and landowners to utilize agricultural lands and protect farmland from development.	RC	Conservation Commission	Planning Board	90

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	M	Develop and distribute educational pamphlets on water resources, including the Suncook and Merrimack.	NF	Conservation Commission	Pembroke Water Works, Sewer Commission	91
\$	M	Develop and distribute educational pamphlets on the Town Forest and on Bear Brook State Park's impacts on the Town.	NF	Conservation Commission	NHDRED, Recreation Committee, residents	92
N\$	L	Promote the Boy Scouts or another youth or volunteer group to map and plan activities for Allenstown Town Forest.	NF	Conservation Commission	Recreation Committee	93
N\$	L	Join the Friends of the Suncook River to address issues about the River, to promote the river, to lead clean-up days, and to hold River events.	RC	Conservation Commission	Parks and Recreation, Allenstown Revitalization Association	94
\$	L	Join the Bear-Paw Regional Greenway to take advantage of its technical and educational resources.	RC	Conservation Commission	Parks and Recreation	95
\$	L	Get the town and State to purchase and install "Welcome to Allenstown - Home of BBSP" signs.	NF	Conservation Commission	Road agent, Department of Transportation	96
\$\$	L	Protect and maintain the existing farming operations in Town through the use of agricultural easements, incentive programs, and tax breaks.	RC	Conservation Commission	Planning Board, Board of Selectmen	97
\$\$\$	L	Seek conservation easements on parcels which abut Bear Brook State Park.	RC	Conservation Commission	Local land trusts, Land and Community Heritage Investment Program (LCHIP)	98
N\$	M	Capitalize on the potential tourism dollars that Bear Brook State Park can bring to Allenstown by encouraging food and service kiosks, sporting equipment shops, casual dining establishments, etc.	LU	Economic Development Committee	Board of Selectmen, NHDRED Parks and Recreation	99
N\$	M	Consider the economic potential Bear Brook State Park and its visitors have to offer the community and encourage tourism businesses to support this industry to locate to the Park area.	RC	Economic Development Committee	Board of Selectmen, Planning Board, Zoning Board	100
N\$	L	Seek funds for community development programs.	LU	Economic Development Committee	Grant Search Committee	101
\$	L	Produce a marketing brochure, update the business directory, and promote existing businesses on the Town website.	LU	Economic Development Committee	Board of Selectmen, Allenstown Revitalization Association, town staff	102
\$\$\$	L	Provide or expand existing sewer and water services to commercial and industrial businesses.	LU	Economic Development Committee	Sewer Commission, Pembroke Water Works	103
\$\$\$	H	Procure digital radios for communications with local and state emergency centers (Fire Department).	CF	Fire Department	Board of Selectmen, Budget Committee	104
N\$	M	Draft, promote, and implement an apparatus replacement program (Fire Department).	CF	Fire Department	Board of Selectmen, Apparatus Committee	105

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
N\$	M	House an ambulance at the Fire Department (Tri-Town Ambulance).	CF	Fire Department	Board of Selectmen, Tri-Town Ambulance	106
\$	M	Encourage cross-coverage between the Fire Department and Tri-Town Ambulance (Tri-Town Ambulance).	CF	Fire Department	Board of Selectmen, Budget Committee, Tri-Town Ambulance	107
N\$	L	Seek grants from Concord Area Trust for Community Housing, Community Development Block Grant, etc to rehabilitate and maintain the homes of the elderly and disabled residents of Allenstown.	HO	Grant Committee	Board of Selectmen	108
N\$	H	Locate a water source for the maintenance garage and provide fresh running water (Highway Department).	CF	Highway Department	Board of Selectmen, Pembroke Water Works	109
\$	H	Consider the construction of a sidewalk along Granite Street, from US Route 3 to Parkwood Drive and explore funding options for the project.	TR	Highway Department	Board of Selectmen, Town Engineer	110
\$	H	Coordinate with the NH Department of Transportation and Pembroke on the double-decker and Main Street bridge projects to facilitate a measured sidewalk trail for pedestrian health, safety, and recreation.	RC	Highway Department	Board of Selectmen, Parks and Recreation	111
\$	H	Use innovative methods to increase safety, which could include such techniques as raised crosswalks, striped or colored sidewalks, increased signage, or walking paths separated from the road by landscaping.	TR	Highway Department	Police Department	112
\$\$\$	H	Purchase new vehicles (backhoe, dump truck and pickup truck) to ensure the smooth running of the Department (Highway Department).	CF	Highway Department	Board of Selectmen, Budget Committee	113
\$	M	Identify and prioritize areas with existing pedestrian facilities for regular maintenance and support the creation of sidewalks.	TR	Highway Department	Planning Board	114
\$	M	Replace the rusted and breaking dumpsters with new dumpsters (Transfer Station).	CF	Highway Department	Board of Selectmen, Budget Committee	115
\$	M	Hook up to the maintenance garage to the sewer lines (Highway Department).	CF	Highway Department	Sewer Commission	116
N\$	H	Obtain permission from land or property owners to place historical markers.	HC	Historical Society	Community members	117
N\$	H	Establish and maintain a historical and cultural identity.	HC	Historical Society	Board of Selectmen, Allenstown Revitalization Association	118
\$	H	Reestablish the Historical Society.	HC	History and Culture Subcommittee	Former Historical Society members	119

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	H	Create a mechanism for policing the historic sites.	HC	Historical Society	Highway Department, Police Department, Fire Department, Board of Selectmen, community, State of NH action groups	120
\$	H	Enhance historic education within schools and community.	HC	Historical Society	School Board, Armand R. Dupont School, Allenstown Elementary School	121
\$	H	Develop a walking/driving tour brochure that will map, and list historic sites.	HC	Historical Society	Graphic Designer, Central NH Regional Planning Commission	122
\$	H	Promote the Civilian Conservation Corps Camp, Old Allenstown Meeting House, Family Camping Museum, CCC Museum, Snowmobile Museum, nature center (AmeriCorps) graveyards, and cemeteries.	HC	Historical Society	Board of Selectmen, NH Cemetery Committee, (Association of Graveyards)?, NH Division of Parks and Recreation, Daughters of the American Revolution	123
\$	H	Work with government entities to preserve historic sites through grant monies or available funds.	HC	Historical Society	Community action groups, Allenstown Revitalization Association	124
\$	H	Work with State of NH agencies and community members to obtain site markers.	HC	Historical Society	Boy Scouts, community members	125
\$\$\$	H	Reacquire the Allenstown Meeting House from the State, using Land Conservation Investment Program or other grant funds, to use as a gathering place for local meetings and potentially for future adjoining sub station development.	HC	Historical Society	Board of Selectmen, Daughters of the American Revolution, Sons of the American Revolution, Planning Board	126
N\$	M	Solicit volunteers for educational programs.	HC	Historical Society	Museum entities	127
\$	M	Create better stewardship and community pride in historic sites.	HC	Historical Society	Armand R. Dupont School	128
\$	M	Collect, record, catalogue, and protect local artifacts, photos, donated items and documentation.	HC	Historical Society	Allenstown Revitalization Association	129
\$	M	Create and promote public awareness to promote stewardship (town brochure, solicit volunteers, historical identity).	HC	Historical Society	Allenstown Revitalization Association, Armand R. Dupont School, Allenstown Elementary School, Library	130
\$	M	Promote historic preservation within the community.	HC	Historical Society	NHDHR, Society for the Protection of NH Antiquities, property owners	131
\$	M	Find grants and grant writers for activities and site preservation, through volunteers or local organizations.	HC	Historical Society	Allenstown Revitalization Association, community action groups, community members	132

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$\$	M	Develop a Town History.	HC	Historical Society	Community members	133
N\$	L	Establish a relationship with the Pembroke Women's Club, Allenstown/Pembroke Old Home Day Committee and Meet Me in Suncook group to develop ideas for revitalizing Allenstown's Main Street	RC	Historical Society	Allenstown Revitalization Association	134
\$	M	Computerize the inventory of publications available for loan (Public Library).	CF	Library Trustees	Librarian, Board of Selectmen,	135
\$	L	Examine the possibilities for expanding on the inventory of the existing library and updating its technology.	PE	Library Trustees	School Board, Board of Selectmen	136
\$	L	Computerize the library resources and records.	PE	Library Trustees	Board of Selectmen, Librarian	137
\$	L	Provide public computers for internet access and research (Public Library).	CF	Library Trustees	Board of Selectmen, Budget Committee	138
\$\$\$	L	Assess the need for library expansion (Public Library).	CF	Library Trustees	Librarian, Board of Selectmen, Budget Committee	139
N\$	H	Locate grants for more recreational programs to offer to Allenstown residents (Recreational Fiscal Resources).	CF	Parks and Recreation	Police Department, Grant Writer	140
N\$	H	Seek grants for community development and improvement (Recreational Facilities).	CF	Parks and Recreation	Police Department, Board of Selectmen, Grant Writer	141
N\$	H	Promote public relations and educational opportunities such as parenting classes and community education (Recreation).	CF	Parks and Recreation	Police Department	142
N\$	H	Encourage strategic partnerships with non-profit groups and organizations that will provide community enrichment programs (Recreation).	CF	Parks and Recreation	Police Department, Boys & Girls Club, YMCA, Big Brothers & Sisters	143
N\$	H	Engage in fundraising activities to acquire funding for activities and programs (Recreation).	CF	Parks and Recreation	Police Department, Board of Selectmen	144
\$	H	Provide recreational opportunities and programs for adults and seniors (Recreation).	CF	Parks and Recreation	Police Department	145
\$	H	Continue emphasis on delivering programs and services to provide a healthy outlet for all residents (Recreational Facilities).	CF	Parks and Recreation	Police Department, Board of Selectmen	146
\$\$\$	H	Continue to improve or expand recreational facilities (such as the Recreation Center, ballfields, swimming access, etc).	CF	Parks and Recreation	Board of Selectmen, Budget Committee, Highway Department, Police Department	147
N\$	M	Work closely with the school system to provide early intervention drop out and drug prevention programs (Recreation).	CF	Parks and Recreation	Police Department, School Board	148

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$\$\$	M	Coordinate with Epsom, Deerfield, Hooksett, and Candia to develop a non-motorized recreational trail and/or conservation land network that is beneficial to two or more communities.	RC	Parks and Recreation	Board of Selectmen, Conservation Commission	149
\$	L	Develop a local bicycle network that would connect significant areas of Town and important places (i.e. school, Town Hall, fire station) to the regional bicycle network.	TR	Parks and Recreation	Board of Selectmen, Highway Department	150
\$\$\$	L	Hire a Parks and Recreation Department Head (Recreational Facilities).	CF	Parks and Recreation	Board of Selectmen, Police Department, Budget Committee	151
N\$	H	Develop aquifer protection regulations to protect groundwater drinking supplies.	LU	Planning Board	Board of Selectmen, Building Inspector	152
N\$	H	Maintain ordinances that limit any additional manufactured home parks from developing in the Town.	LU	Planning Board	Building Inspector	153
N\$	H	Maintain ordinances that limit any additional manufactured home parks from developing in the Town.	PE	Planning Board	Zoning Board of Adjustment, Building Inspector	154
N\$	H	Target future commercial development to those areas with existing businesses or which are adequately served by municipal sewer and water.	RC	Planning Board	Economic Development Committee	155
\$	H	Evaluate the effectiveness of the Manufactured Housing Ordinance within the Zoning Ordinance.	HO	Planning Board	Building Inspector	156
\$	H	Produce a buildout analysis to determine those parcels still available for development.	HO	Planning Board	Zoning Board	157
\$	H	Produce a Capital Improvements Program to adequately plan for future expenditures of town equipment and projects to better serve Allenstown Residents.	HO	Planning Board	Board of Selectmen, Police Department, Fire Department, Highway Department	158
\$	H	Insert non-point and point source pollution mitigation measures into the Site Plan Review Regulations.	RC	Planning Board	Zoning Board, Building Inspector	159
\$	H	Determine whether an impact fee ordinance would be appropriate for Allenstown's rate of growth.	HO	Planning Board	Building Inspector, Fire Department, Police Department, Highway Department	160
\$	H	Revise the Zoning Ordinance to better state cluster development provisions or create smaller lot sizes to preserve remaining residential land around Bear Brook.	HO	Planning Board	Zoning Board, Building Inspector	161
\$	H	Consider large-lot zoning as a way to slow growth in the remainder of Town.	HO	Planning Board	Building Inspector, Zoning Board	162
\$	H	Enact ordinances (junkyard, picking up after pets, health and safety) to improve the look of Allenstown.	HO	Planning Board	Building Inspector, Board of Selectmen, Police Department, Fire Department, Welfare Officer.	163

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	H	Develop steep slope (greater than 15%) development regulations to protect land and buildings.	LU	Planning Board	Building Inspector, Board of Selectmen	164
\$	H	Develop wetlands setback regulations, and note the Comprehensive Shoreland Protection Act within the Regulations.	LU	Planning Board	Building Inspector, Board of Selectmen	165
\$	H	Investigate the Necessity and applicability for an Impact Fee Ordinance.	LU	Planning Board	Building Inspector	166
\$	H	Require the best management practices (BMPs) be followed for erosion and sedimentation control, as well as for stormwater run off.	LU	Planning Board	Building Inspector, Road Agent, Sewer Commission	167
\$	H	Draft a Growth Management Ordinance after careful consideration of growth trends and if warranted, present it to the Town for passage.	LU	Planning Board	Building Inspector, Board of Selectmen	168
\$	H	Undertake a buildout analysis for Allenstown to determine the number and location of potentially developable parcels remaining in Town.	RC	Planning Board	Conservation Commission, Economic Development Committee, Zoning Board	169
\$	H	Encourage the use of the Central NH Regional Planning Commission for application review and comment for more intensive proposals.	LU	Planning Board		170
\$	H	Protect land abutting the Suncook and Merrimack Rivers from development by: considering outright purchase, encouraging landowners to donate easements, or requiring developers to set aside the land at the plan approval stage.	RC	Planning Board	Conservation Commission, Board of Selectmen, Sewer Commission	171
\$	H	Zone and re-map the floodplains in Allenstown, particularly the Merrimack and Suncook River confluence area, as a Floodplain Overlay District to protect the agricultural lands from any type of development not consistent with retaining the lands for agricultural use.	RC	Planning Board	Conservation Commission, Zoning Board	172
\$	H	Create mechanisms for Village Zoning for the Suncook area, and Open Space design and Cluster Development alternatives within the Zoning Ordinance for the Deerfield Road area.	LU	Planning Board	Conservation Commission, Central NH Regional Planning Commission	173
\$	H	Coordinate development in the northeast corner which does not isolate the Park or fragment the land and encourage easements in those developments.	NF	Planning Board	Conservation Commission, BearPaw Regional Greenway	174
\$	H	Draft a Growth Management Ordinance after careful consideration of growth trends and if warranted, present it to the Town Meeting for passage.	PE	Planning Board	Administrative Assistant, Building Inspector, Zoning Board of Adjustment	175

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	H	Determine the need for ordinances that limit the number of building permits approved each year for new housing.	PE	Planning Board	Building Inspector, Zoning Board of Adjustment	176
\$	H	Develop a Capital Improvements Program by the Planning Board for adoption.	PE	Planning Board	Board of Selectmen, Road Agent, Police Department, Fire Department, Allentown School District	177
\$	H	Research the need for and, if warranted, institute impact fees relative to new residential and commercial developments.	PE	Planning Board	Board of Selectmen, Building Inspector, Department Heads	178
\$	H	Institute ordinances and regulations that discourage the approval of additional mixed use variances, thereby limiting the number of commercial/light industrial and industrial parcels converted or lost.	PE	Planning Board	Zoning Board of Adjustment	179
\$	H	Draft and enact ordinances and regulations that will provide more incentives to businesses, thus making Allentown more attractive to them.	PE	Planning Board	Board of Selectmen, Building Inspector, Allentown revitalization Association	180
\$	H	Review and evaluate the Planning Board's current road and driveway standards as to their appropriateness.	TR	Planning Board	Highway Department, Town Engineer	181
\$	H	Produce a Capital Improvements Program.	CF	Planning Board	Administrative Assistant, Board of Selectmen, Fire Department, Police Department, Highway Department	182
\$	H	Organize the second floor for office space (Town Hall).	CF	Planning Board	Building Maintenance	183
\$	H	Rewriting the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations to reflect the anticipated growth from surrounding communities, including an emphasis on mixed use; encouraging infill and redevelopment; strengthening the Route 3 corridor in Allentown with pedestrian facilities and access management; enacting a floodplain Zoning District; and changes boundaries of zoning districts as appropriate.	RC	Planning Board	Zoning Board, Central NH Regional Planning Commission, Fire Department, Police Department, Highway Department, Parks and Recreation, Conservation Commission	184
\$	H	Produce a Capital Improvements Program.	CF	Planning Board	Zoning Board, Board of Selectmen, Highway Department, Police Department, Fire Department	185
N\$	M	Require developers working in Town, as part of the Site Plan Review Regulations, to provide for shared driveways and parking areas with neighboring buildings as well as to provide proper facilities for pedestrians.	TR	Planning Board	Zoning Board, Central NH Regional Planning Commission	186

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
N\$	M	Require new developments to create and/or extend the existing sidewalk network, in appropriate areas, to create an incremental expansion of the sidewalk network.	TR	Planning Board	Board of Selectmen, Zoning Board	187
N\$	M	Contact the Epsom, Chichester, and Pembroke Planning Boards to begin discussions about protecting the shared groundwater aquifer and reducing nonpoint source pollution.	RC	Planning Board	Board of Selectmen, Zoning Board, Conservation Commission	188
\$	M	Develop and adopt architectural and design guidelines to ensure that new development fits the character of the neighborhood.	HO	Planning Board	Building Inspector	189
\$	M	Research, record, and monitor grandfathered gravel permits.	LU	Planning Board	Tax Assessor	190
\$	M	Enact nonpoint source pollution controls, stormwater management, and aesthetic controls within the Subdivision and Site Plan Review Regulations, particularly for the downtown area and for new developments along Route 28.	NF	Planning Board	Central NH Regional Planning Commission, Department of Environmental Services, Road Agent, Pembroke Water Works, Sewer Commission, engineers, consultants	191
\$	M	Continue to support the extension of Concord Area Transit (CAT) into Allentown as well as the other on-demand transit options.	TR	Planning Board	Administrative Assistant, Central NH Regional Planning Commission	192
\$	L	Design and plan residential streets to follow natural contours and preserve natural features whenever practical; minimize traffic speed, volume, noise, congestion, and hazards to pedestrians; and minimize the amount of paved area to reduce stormwater runoff, thereby protecting water resources and reducing construction costs.	TR	Planning Board	Zoning Board, Conservation Commission, Town Engineer	193
\$	H	Encourage the development of enhanced drug intervention programs in the Allentown School District.	RC	Police Department	School Board, Parks and Recreation	194
\$\$\$	H	Locate the Police Department to a new Police Department building which meets safety and environmental standards (Police Department).	CF	Police Department	Board of Selectmen, Budget Committee, Building Committee	195
\$\$\$	H	Procure digital radios for communications to other Police Departments (Police Department).	CF	Police Department	Board of Selectmen, Budget Committee	196
\$	M	Implement a proactive technology replacement program for computers and electronics (Police Department).	CF	Police Department	Board of Selectmen, Budget Committee	197
N\$	H	Foster a college- and career-minded attitude of teachers, parents, and the community (Armand Dupont School, SAU/Pembroke Academy).	CF	School Board	Principal, SAU	198
\$	H	Implement drug intervention programs (Armand Dupont School, SAU/Pembroke Academy).	CF	School Board	Principal, SAU	199

Cost	Priority	Recommendation	Chapter	Project Leader	Who Assists	#
\$	H	Implement early intervention drop out programs (Armand Dupont School, SAU/Pembroke Academy).	CF	School Board	Principal, SAU	200
\$	H	Coordinate with other SAU towns to seek representation on the Pembroke Academy School Board.	CF	School Board	Board of Selectmen, Epsom-Chichester School Boards	201
\$	H	Seek representation on the Pembroke Academy School Board to ensure that Allenstown's educational interests are being met.	RC	School Board	School Principal, SAU	202
\$\$\$	H	Promote the smart practice of the school system to plan for future expansion, including staffing, technology, and facilities.	PE	School Board	Budget Committee, Board of Selectmen	203
\$\$\$	H	Ensure compliance with federal education guidelines (Allenstown Elementary School).	CF	School Board	Principal, Superintendent	204
\$\$\$	H	Provide adequate bussing of Allenstown students to Pembroke Academy.	RC	School Board	Board of Selectmen, Parks and Recreation	205
\$\$\$	M	Develop and implement a sensible plan for renovating and expanding both schools (Allenstown Elementary School).	CF	School Board	Building Committee, SAU	206
N\$	M	Develop community service and volunteer programs for students (Armand Dupont School).	CF	School Board	Principal, SAU	207
\$	M	Institute drop out prevention and intervention programs for Allenstown students, particularly for Pembroke Academy students.	PE	School Board	School Administrative Unit, APPLE (PTA), Recreation Committee, Police Department	208
N\$	H	Continue dialogue with the Pembroke Sewer Commission and Department Heads to address mutual concerns over wastewater treatment.	RC	Sewer Commission	Board of Selectmen, NH Department of Environmental Services	209
\$\$\$	H	Support a Suncook Wastewater Treatment Facility plant expansion and Suncook Pond pump station improvement (Utilities).	CF	Sewer Commission	Wastewater Superintendent	210
\$\$\$	H	Find a method for safe and effective disposal of biosolids (Wastewater Department).	CF	Sewer Commission	Wastewater Superintendent, NH Department of Environmental Services	211
\$\$\$	H	Increase capital reserves to provide funding for future projects (Wastewater Department).	CF	Sewer Commission	Wastewater Superintendent, Budget Committee	212
\$\$\$	H	Address future plant expansion (Wastewater Department).	CF	Sewer Commission	Wastewater Superintendent, Board of Selectmen	213
\$\$	M	Upgrade information technology systems (Wastewater Dept).	CF	Sewer Commission	Wastewater Superintendent	214
\$\$\$	H	Assess the need for replacement or repair of existing sewer lines.	CF	Sewer Commission	Wastewater Superintendent, Budget Committee, Highway Department	215
\$\$\$	L	Extend the existing sewer lines as needed	CF	Sewer Commission	Budget Committee, Planning Board, Highway Department	216

Summary of Similar Recommendations

Many Boards, Departments, and Commissions are working toward their Recommendations as the result of independent findings in several of the unique Master Plan Chapters. Similar Recommendations should usually be considered a higher priority since different groups of people within the Subcommittees reached the same conclusions. Table XI-3 illustrates a compilation of the most common similar Recommendations and the entities in charge of working with them:

Table XI-3
Similar Recommendations

Similar Recommendation	Board, Department or Commission Leaders
Produce a Capital Improvements Program	Planning Board
Coordinate with the State regarding Bear Brook State Park (communication, ATV use, fee reduction, community events, funding)	Board of Selectmen
Erect "Welcome to Allenstown Signs"	Board of Selectmen, Conservation Commission
Employ modern technology to deliver services	Board of Selectmen, Police Department, Fire Department, Highway Department, Library, Schools, Wastewater Department
Promote the Town to residents and visitors, volunteerism	Economic Development Committee, Board of Selectmen, Allenstown Revitalization Association, Historical Society, Parks and Recreation
Establish a Town identity	Board of Selectmen, Allenstown Revitalization Association, Historical Society, Economic Development Committee
Locate and apply for grants for community development and services	Board of Selectmen, Fire Department, Police Department, Parks and Recreation,
Examine Planning regulations and tools (growth management, impact fees, regulation revision, zoning revision, build out analysis, best management practices, Village Zoning)	Planning Board
Maintain manufactured housing ordinance	Planning Board
Enact drug and drop-out intervention programs	School Board, Principal, Superintendent, SAU, Recreation Committee, Police Department
Hire a Planning and Zoning Coordinator	Board of Selectmen

When working to complete Recommendations, partnerships between groups to accomplish similar goals can be beneficial. The same resources can be shared, ideas can be exchanged, and continuity between different Boards, Departments, and Commissions can result.

STRATEGIES FOR IMPLEMENTATION

Several of the 175 Recommendations in the Prioritized Action Plan are dependent on other supportive influences, such as a Capital Improvement Program, an Economic Development Committee, or a rewrite of the Subdivision Regulations or Site Plan Review Regulations. Project leaders, the Boards, Departments, Commissions, and entities within Town, play a key role in making sure the Recommendations get implemented in a timely manner. A consistent schedule which enables the Town to revisit this Chapter and the Master Plan will allow for an organized and expected timetable for implementing the Recommendations of the Master Plan.

Create a Capital Improvements Program (CIP)

Based upon discussions, Recommendations, and interest from many Boards, the Capital Improvements Program (CIP) should be one of the first developments of the Master Plan. The CIP has a variety of purposes and should have many beneficial effects on Allenstown's financial, budgetary, and planning functions. Its primary purposes are summarized below.

1. State Statutory and Other Legal Requirements: According to NH RSA 674:22, communities that wish to engage in regulating the timing of development through the establishment of growth controls must have adopted both a Master Plan and the Capital Improvements Program. With the adoption of the CIP, the Town may be able to regulate the rate of growth, should the need for such control become necessary. In the meantime, the CIP, in conjunction with the Master Plan, will enable the Planning Board to use its power under RSA 674:36 to deny subdivisions that are premature due to the lack of sufficient public services and/or infrastructure. The CIP demonstrates that the Town is attempting to accommodate growth, and that there is a good faith effort on the part of the Town to provide those services at some later date. If impact fees are assessed to a developer, the Town should request the fees in accordance with the CIP and should also fund its portion of the necessary infrastructure improvement.
2. Stability in Tax Rates and Budgets: The Capital Improvements Program will contribute to stabilizing the Town's tax rate and budget each year by planning and budgeting for major capital expenditures well in advance. Financing methods such as bonding and capital reserve funds are recommended in order to make annual capital expenditures more stable, predictable, and manageable. Wide fluctuations in annual Town budgets caused by sudden or large one-time capital expenditures will be reduced. Under NH RSA 33:4A, the Town's bonded indebtedness is limited to 1.75% of the Town's assessed valuation and the School bonded indebtedness is limited to 7.0% of the Town's assessed valuation.
3. A Management Tool for Town Officials: The 2003 Master Plan contains projections and analyses of the Town's demographic trends and finances which all local officials should find useful in planning and delivering public services. A comprehensive, longer-term picture of capital needs is created because all capital items are placed into one schedule. The Capital Improvements Program is designed to be used by officials as a management tool.
4. Citizens' and Developers' Guide to Planned Expenditures: The Capital Improvements Program will serve both citizens and developers as a useful guide for expenditures planned by the Town to accommodate projected growth. The citizen who wants to know when and at what costs a

5. particular service will be expanded can consult the Capital Improvements Program, as can the developer who wants to know when, for example, school capacity will be expanded. The Town can limit the number of building permits issued each year if it can document the lack of municipal and school capacity to handle growth, along with the Town's intentions to remedy the situation.
6. Use by the Budget Committee: RSA 674:8 is not specific about how the Capital Improvements Program is actually used in preparation of the annual Town Budget. It simply requires the Planning Board "...submit its recommendations for the current year to the Mayor (Board of Selectmen) and Budget Committee... for consideration as part of the annual budget." This clearly means the Capital Improvements Program is not binding in any way upon Town appropriations and expenditures. The Capital Improvements Program is thus an advisory document without the force of law. A properly prepared Capital Improvements Program will, however, be effective and credible when annual consideration of the budget takes place.

A brief outline of the process for creating a CIP follows:

- ? ADOPTION OF THE MASTER PLAN BY THE PLANNING BOARD
- ? AUTHORIZATION FROM TOWN MEETING TO CREATE CIP
- ? APPOINTMENT OF SUBCOMMITTEE BY THE PLANNING BOARD AT A PUBLIC HEARING
- ? DEVELOPMENT AND ADOPTION OF EVALUATION CRITERIA FOR PROJECTS
- ? SOLICITATION OF PROJECTS FROM ALL MUNICIPAL/SCHOOL DEPARTMENTS
- ? RANKING OF PROJECT REQUESTS
- ? PREPARATION OF MUNICIPAL AND SCHOOL IMPROVEMENT SCHEDULES
- ? REVIEW AND ADOPTION OF CIP BY PLANNING BOARD
- ? ANNUAL UPDATE

The Town of Allenstown intends to prepare a Capital Improvements Program in fall, 2003 for the fiscal years 2004-2010. Many of its first capital improvements within the program should come before voters at Town Meeting 2004.

Revise the Regulations

The Planning Board now has a list, through the Master Plan Recommendations, of different regulatory or zoning changes that they themselves or other Boards or Commissions wish to implement. The Planning Board itself is in charge of creating and revising the Subdivision Regulations and Site Plan Review Regulations. In addition, the Planning Board is also charged with creating and bring forth revisions to the Zoning Ordinance for approval at Town Meeting. The Zoning Board's duty is to consider motions to vary from the Zoning Ordinance. A clear partnership exists where the resources of the Zoning Board could be tapped to assist with these numerous revisions.

Table XI-4 illustrates the regulatory changes suggested in the Master Plan:

Table XI-4
Regulation and Ordinance Revisions

Recommendation (brief description)	Chapter	Recommendation # in Prioritized Action Plan
Adopt Aquifer Protection Regulations	LU	152
Maintain Manufactured Housing Ordinance regulations	LU, PE, HO	153, 154, 156
Adopt Impact Fee Ordinance	HO, LU, PE	160, 166, 178
Adopt Growth Management Ordinance	HO, LU, PE	168, 175, 176
Adopt Cluster Development Regulations	HO, LU	161
Adopt junkyard, pet, and health & safety ordinances	HO	163
Adopt Steep Slope (>15%) Regulations	LU	164
Adopt Wetlands Setback Regulations	LU	165
Enact a Village Zoning Overlay District	LU	173
Adopt ordinances with incentives for business	PE	180
Evaluate road and driveway standards	TR	181
Revise Zoning District uses to limit the granting of variances	PE	179
Enhance Floodplain Zoning Regulations	RC	172, 184
Require shared driveways and parking areas for businesses and pedestrian facilities	TR	186, 187
Revise Subdivision Regulations to minimize amounts of paved area and to direct residential street development	TR	193
Adopt Architectural Guidelines	HO	189
Incorporate provisions in the Zoning, Subdivision, and Site Plan Regulations for mixed use, infill and redevelopment, and strengthening the Route 3 corridor for pedestrian use and access management.	RC	194
Adopt stormwater management, erosion, sedimentation control, nonpoint source pollution, and aesthetic controls, and traffic design regulations	NF, TR, RC, LU	159, 167, 191, 193

The Planning Board intends to begin the revision of Allentown's Zoning Ordinance, Subdivision Regulations, and Site Plan Regulations in 2003.

Coordinate Activities

Each Board, Department, and Commission has their priorities as determined from the Prioritized Action Plan for implementation. There are several factors which may inhibit the ability of the project leader to implement Recommendations as suggested in the Prioritized Action Plan, including funding and time. The Steering Committee recognizes that it may not always be feasible to implement the Recommendations as suggested and understands that each Board, Department, and Commission will offer their best efforts to complete their Recommendations. Internally, each group can exercise discretion to reprioritize and work on which ever Recommendations are most important or most practical given time or monetary constraints.

As a cohesive Town endeavor, all Boards, Departments, and Commissions have a stake in the implementation of the Master Plan. Over the next three years, regular activities will need to be undertaken in order to accomplish the objectives of the Master Plan. Close coordination between different groups will be necessary to effectively continue working on the Master Plan and its Recommendations.

The Master Plan is a dynamic document which should be reviewed on a regular basis as to its relevancy and to add new tasks as old tasks are completed. The Capital Improvements Program, Zoning Ordinance, and regulations are all documents that need to be updated annually. The schedule in Table XI-5 lists the activities of importance to all Town entities in Allentown:

Table XI-5
Implementation Schedule, May 2003 – March 2007

Date	Task	Project Leader
May 2003	Hold All-Boards Meeting for Implementation	Board of Selectmen
July 2003	Update Subdivision and Site Plan Regulations	Planning Board
September 2003	Hold All-Boards Meeting for Implementation	Board of Selectmen
September 2003	Begin Capital Improvements Program	Planning Board
January 2004	Adopt Capital Improvements Program	Planning Board
January 2004	Hold All-Boards Meeting for Implementation	Board of Selectmen
March 2004	Bring Zoning amendments to Town Meeting	Planning Board
March 2004	Bring capital purchases to Town Meeting	Board of Selectmen
May 2004	Hold All-Boards Meeting for Implementation	Board of Selectmen
July 2004	Update Subdivision and Site Plan Regulations	Planning Board
July 2004	Re-evaluate Implementation Chapter and amend	Planning Board
September 2004	Hold All-Boards Meeting for Implementation	Board of Selectmen
September 2004	Amend the Capital Improvements Program	Planning Board
October 2004	Begin to evaluate the Master Plan's effectiveness	Planning Board
January 2005	Adopt the amended Capital Improvements Program	Planning Board
January 2005	Hold All-Boards Meeting for Implementation	Board of Selectmen
March 2005	Bring Zoning amendments to Town Meeting	Planning Board
March 2005	Bring capital purchases to Town Meeting	Board of Selectmen
March 2005	Complete all High (H) Priorities	Planning Board
May 2005	Hold All-Boards Meeting for Implementation	Board of Selectmen
July 2005	Update Subdivision and Site Plan Regulations	Planning Board
July 2005	Re-evaluate Implementation Chapter and amend	Planning Board
September 2005	Hold All-Boards Meeting for Implementation	Board of Selectmen
September 2005	Amend the Capital Improvements Program	Planning Board
January 2006	Adopt the amended Capital Improvements Program	Planning Board
January 2006	Hold All-Boards Meeting for Implementation	Board of Selectmen
March 2006	Bring Zoning amendments to Town Meeting	Planning Board
March 2006	Bring capital purchases to Town Meeting	Board of Selectmen
March 2006	Complete all Medium (M) Priorities	Planning Board
May 2006	Begin to amend the 2003 Master Plan	Planning Board
July 2006	Update Subdivision and Site Plan Regulations	Planning Board
July 2006	Re-evaluate Implementation Chapter and amend	Planning Board
September 2006	Hold All-Boards Meeting for Implementation	Board of Selectmen
September 2006	Amend the Capital Improvements Program	Planning Board
January 2007	Adopt the amended Capital Improvements Program	Planning Board
January 2007	Hold All-Boards Meeting for Implementation	Board of Selectmen
March 2007	Bring Zoning amendments to Town Meeting	Planning Board
March 2007	Bring capital purchases to Town Meeting	Board of Selectmen
March 2007	Complete all Low (L) Priorities	Planning Board

Evaluate the Master Plan Chapters

By October 2004, approximately one and a half years after the Master Plan was adopted, the Planning Board should have a solid sense for how well the Master Plan has served the Town. Some Chapters will be recognized as having more relevance than others, and many Recommendations will have been completed. The new State Statute (RSA 674:2, III), as written earlier, urges an evaluation of the effectiveness of the Master Plan.

The Allenstown Planning Board should review one chapter of the Master Plan every two months beginning in October 2004 using the form on the following page. By doing so, new ideas for the next version of the Master Plan will be generated and the Planning Board will know what has worked well in a Chapter and what can be improved upon. The Recommendations can be reviewed for their effectiveness and relevancy and can be “checked off” when completed. The comprehensive amendment for the Master Plan should begin in May of 2006.

The Chapter evaluation form follows:

ALLENSTOWN MASTER PLAN CHAPTER EVALUATION

Evaluation Date:

Chapter Name:

What the Chapter has accomplished:

What the Chapter has not accomplished:

How to improve the Chapter:

Recommendation Completion Progress:

#	Priority	Recommendation	Date Completed	Estimated Completion Date

SUMMARY

The Master Plan Implementation Committee has developed a comprehensive Prioritized Action Plan for the Recommendations found within the Master Plan. This Action Plan lists who the project leader is, who to contact for assistance, what the priority is, what is the cost range, and where it was found in the Master Plan for each individual Recommendation.

This Chapter contains the action statements given by Town Boards, Departments, and Commissions which declare their intent to work on the Master Plan Recommendations. Coordination among groups will be essential to implement the Master Plan. The table of regulatory revisions should guide the Planning Board to work on those amendments. A detailed time schedule is included for specific activities that spans from May 2003 to March 2007.

Not only should the forthcoming Capital Improvements Program, current Zoning Ordinance, and current regulations be updated on an annual basis, so should this Implementation Chapter. The Planning Board should look to begin reviewing and then updating the Allenstown 2003 Master Plan in October 2004. Each Chapter should be individually evaluated to measure its effectiveness in terms of affecting change.

The Implementation Committee was proud to have worked on this final Chapter of the Master Plan. We all hope that it serves well the interests of the people of Allenstown.

Chapter XII **APPENDIX**

JUNE 2002 COMMUNITY SURVEY RESULTS

FINAL SURVEY RESULTS

- ✍ 487 Replies / 1945 Surveys Mailed
- ✍ 25.0% Response Rate
- ✍ See Accompanying Write-in Responses and Comments

General Questions

1. Do you live in Allenstown:

92.2% Year-round

1.4% Seasonally, if so what months?

If you do not live in Allenstown, please check here **6.4%** and skip to Question 14.

2. If you feel that Allenstown is a desirable place to live, please check all that apply.

23.8% Small Town / Rural Atmosphere

10% Town Services

23.4% Proximity to Cities

8.1% Scenic Areas

1.7% Employment Opportunities

5.3% Historic Character

4.5% Educational System

9.7% Affordability

7.4% People / Community Spirit

0.9% No Opinion

4.0% Recreational Facilities

1.1% Other _____

3. Should the Town repeal its SB-2 status and return to a traditional Town Meeting format?

42.3% Yes

20.2% No Opinion

17.8% No

19.7% Unsure

Population & Economics Questions

4. How many people live in your home: **1 – 20.4%** **2 – 39.1%** **3 – 16.**

4 – 15.4% **5 – 6.0%** **6 – 1.6%** **7 – 0.4%** **8 – 0.2%** **10 – 0.2%**

5. How long have you lived in Allenstown?

7.5% Less than 1 year

20.2% 11-20 Years

21.5% 1-5 Years

38.1% Over 21 Years

12.6% 10 Years

6. What type of housing do you live in?

56% Single Family Home

5.3% Apartment

8.0% Two Family

24.6% Manufactured / Mobile Home

3.5% Multiple Family Home (3-5 units)

2.7% Other: _____

7. Are you a:

85.8% Home Owner

13.3% Renter

0.9% Other: _____

8. Please list the number of adults for each age group who live in your home:

29.7% 18-39 years old **48.8%** 40-64 years old **21.5%** 65 years old and over

9. Please list the number of children or teenagers for each age group who live in your home:

19.3% Under 5 years old

21.3% 9-11 years old

18.8% 5-8 years old

40.6% 12-17 years old

10. Please list all employed adults/teens in your home who are 16 years old and older:

	Number	Town / State
A. Full Time	83.9%	Works in: _____
	_____	Works in: _____
	_____	Works in: _____
B. Part-time	16.1%	Works in: _____
	_____	Works in: _____
	_____	Works in: _____

11. Please list the type of employment for each adult/teen 16 years old or older:

A. 0.3% Agriculture/Forestry	9.6% Government
7.9% Health Care	3.0% Homemaker
10.3% Professional	3.2% Computer / High Tech
7.2% Building Trades	1.8% Non-profit
7.1% Manufacturing	0.2% Real Estate
9.0% Retail	9.9% Retired
5.8% Business Services	2.6% Student
6.3% Education	1.0% Unemployed
2.6% Finance	12.5% Other _____

B. Are you self-employed? **9.3%** Yes **90.7%** No

12. Please indicate the highest level of education for each adult (18 years or older) in your home:

(Please match the total to the number of adults from Question 8)

13.3% Some High School or Less	11.2% Associate Degree
36.4% High School Graduate/GED	11.5% Bachelor Degree
23.2% Some College	4.4% Post Graduate Degree

13. What is the total annual income of your household?

7.7% Less than \$10,000	11.6% \$10,000 to \$24,999
18.5% \$25,000 to \$34,999	19.0% \$35,000 to \$49,999
26.2% \$50,000 to \$75,000	17.0% Over \$75,000

Housing Questions

14. What types of housing would you like to see Allentown encourage? Check all that apply.

28.4% Single Family Homes	3.7% Manufactured / Mobile Homes in Parks
6.4% Two Family Homes	6.0% Condominiums / Town Houses
3.8% Conversion of Large Homes into Apartments	4.6% New Apartment Buildings
10.0% Manufactured / Mobile Homes on Individual Lots	9.7% Cluster Developments (Single Family Homes on Smaller Lots with Remaining Area as Open Space)
16.8% Elderly Housing	
10.6% Mixed Residential with Businesses	

15. Do you feel that the housing available in Allentown is affordable?
- | | |
|------------------|-------------------------|
| 38.5% Yes | 17.0% No Opinion |
| 26.4% No | 18.1% Unsure |

Existing & Future Land Use Questions

16. Should Allentown try to encourage commercial / business / industrial (non-residential) growth?
- | | |
|------------------|------------------------|
| 74.1% Yes | 7.6% Unsure |
| 15.3% No | 3.0% No Opinion |
17. Do you believe that residential growth (construction of homes & increase in population) is an important issue in Allentown?
- | | |
|------------------|------------------------|
| 62.4% Yes | 8.6% Unsure |
| 26.2% No | 2.8% No Opinion |
18. If Allentown experiences residential growth faster than neighboring communities, should the Town implement policies to limit the number of new homes that are built in Town?
- | | |
|------------------|------------------------|
| 70.7% Yes | 9.6% Unsure |
| 15.2% No | 4.5% No Opinion |
19. In your opinion, which best describes Allentown's rate of overall growth:
- | |
|--|
| 10.3% Allentown is growing too fast |
| 19.2% Allentown is growing as fast as neighboring Towns |
| 29.3% Growth is not a major issue in Allentown |
| 15.7% Allentown is not growing fast enough |
| 8.4% No Opinion |
| 17.0% Unsure |
20. Should the Town create or maintain regulatory standards for the following?
- | | | | | |
|--|------------------|-----------------|---------------------|-------------------------|
| Ground Water Protection | 87.4% Yes | 3.7% No | 4.3% Unsure | 4.6% No opinion |
| Construction on Steep Slopes | 54.5% Yes | 14.7% No | 18.8% Unsure | 12.1% No opinion |
| Sand Pits/Gravel Excavations | 62.7% Yes | 12.4% No | 13.5% Unsure | 11.3% No opinion |
| Logging Operations | 62.3% Yes | 16.8% No | 12.1% Unsure | 8.8% No opinion |
| Landscaping Guidelines for Commercial & Industrial Developments | 63.9% Yes | 16.0% No | 12.3% Unsure | 7.9% No opinion |
| Noise Ordinance | 78.2% Yes | 11.1% No | 5.9% Unsure | 4.8% No opinion |
| Lighting Requirements for Commercial and Industrial Developments | 67.4% Yes | 11.5% No | 12.1% Unsure | 9.0% No opinion |
| Setbacks From Water Bodies | 63.4% Yes | 8.8% No | 19.0% Unsure | 8.8% No opinion |

21. How should Allenstown respond to prospects for growth in each of the following areas?

	Encourage	Stay As Is	Discourage	Where Should They Be Encouraged or Discouraged?
Building Trades	60.1%	35.5%	4.4%	
Child Care Centers	57.4%	39.2%	3.3%	
Farms	45.4%	47.8%	6.7%	
Home Businesses	54.1%	38.2%	7.7%	
Clinics/Health/Dental Offices	67.8%	30.4%	1.9%	
Gas Stations	13.1%	62.1%	24.8%	
Commercial/ Industrial Firms	64.3%	21.1%	14.6%	
Hotels/Motels	44.3%	23.9%	31.8%	
Major Retail Stores	54.8%	19.5%	25.6%	
Mini-Storage	26.7%	33.7%	39.6%	
Professional Offices	65.8%	28.2%	6.0%	
Restaurants (sit down)	72.1%	22.4%	5.5%	
Restaurants (fast food)	52.0%	21.7%	26.3%	
Retail Business Shops	70.4%	21.6%	8.1%	
Shopping Centers	53.4%	22.2%	24.4%	
Small Manufacturing Firms	71.6%	15.6%	12.8%	

History & Culture and Natural Features Questions

22. Should the Town appropriate money to protect natural, cultural, and historic resources in Allenstown?

61.7% Yes

14.4% No Opinion

14.2% No

9.7% Unsure

23. Please indicate how important the preservation of open space in Allenstown is to you.

39.6% Very Important **34.3%** Important **6.1%** No Opinion **12.8%** Somewhat Important **7.2%** Not Important

24. Do you support the Town buying land for conservation purposes?

46.9% Yes

17.2% Unsure

29.5% No

6.5% No opinion

25. What are the most important natural features in Allenstown (please check all that apply):

14.1% Fields/ Open Space Lands

15.4% Water Bodies

10.4% Farms

10.1% Scenic Views

14.5% Ground Water Supplies

15.5% Fish / Wildlife

18.2% Forests

1.7% Other _____

26. What natural, cultural, and/or historic resources do you feel should be protected in Allenstown?

Transportation Questions

27. In your opinion, what is the general condition of roads in Allenstown?

1.9% Excellent

15.5% Poor

39.3% Good

0.0% Unknown

43.1% Fair

0.2% No Opinion

28. Are there any sections of roadways or intersections that you feel are hazardous for **vehicles**?

29. Are there any sections of roadways or intersections that you feel are hazardous for **pedestrians**?

30. Please identify any streets where you feel additional sidewalks are needed.

31. Please identify any roads or streets where you feel vehicles travel at excessive speeds.

Community & Recreational Facilities Questions

32. Do you feel that the quality of education in Allenstown is competitive with other towns?

26.3% Yes

13.8% No Opinion

41.3% No

18.6% Unsure

33. Do you feel more money should be spent on education?

46.5% Yes

10.4% No Opinion

30.3% No

12.8% Unsure

34. If your children attend daycare or after-school care, where do they go?

40.0% Allenstown	0.0% Candia
0.0% Bow	0.0% Epsom
10.0% Concord	13.3% Pembroke
10.0% Hooksett	1.7% Deerfield
25.0% Other: _____	

35. Please check any recreational facilities you would like the Town to develop or improve:

7.7% Public Swimming Pool	8.5% Senior Citizens Needs
3.5% Basketball Courts (indoor)	5.0% Community Center Services
4.1% Basketball Courts (outdoor)	6.9% Teen Center
3.0% Tennis Courts	6.3% Recreational Trails
4.4% Hockey / Ice Rink	7.1% Bicycle Paths
5.5% Athletic Fields	6.8% Playgrounds
6.6% Canoe / Boat Launch	6.3% Elderly Recreational Opportunities
7.6% Picnic Areas	1.2% No Additional Facilities
8.7% Extension of the Concord Area Transit (CAT)	0.9% Other: _____

36. Are you in favor of charging user fees to help pay for Town sponsored and owned recreational facilities or programs?

51.3% Yes	9.0% No Opinion
25.2% No	14.5% Unsure

37. In what ways do you enjoy Allenstown's recreational opportunities? Please check all that apply:

9.8% Bird-Watching	16.5% Fishing	8.7% Camping
7.9% Boating	0.8% Skiing	7.1% Snowmobiling
14.5% Hiking	2.9% Horseback Riding	2.8% Snowshoeing
6.9% Canoe / Kayak	8.0% Mountain Biking	3.7% Other _____
3.5% Cross-Country Skiing	7.1% Hunting	

38. How well do you think the Town is performing/providing the following services or opportunities?

Town Services or Opportunities	Good	Fair	Poor	Don't Know / No Opinion
Access to Public Waters	34.6%	26.8%	11.0%	27.5%
Ambulance Service	63.5%	10.5%	2.4%	23.5%
Animal Control	30.2%	24.9%	15.0%	29.9%
Building Code Enforcement	30.2%	23.8%	9.8%	36.3%
Cemetery Care	41.6%	19.8%	4.0%	34.6%
Fire Protection	65.1%	14.7%	5.7%	14.5%
General Recreation	19.7%	37.4%	20.4%	22.4%
Health Regulations and Enforcement	19.1%	23.3%	7.8%	49.8%
Historical Preservation	18.0%	33.0%	6.6%	42.4%
Land Conservation	18.9%	30.3%	7.2%	43.6%
Library	31.7%	28.8%	16.6%	22.9%
Planning and Development	13.3%	28.4%	20.3%	38.0%
Police Protection	59.4%	24.3%	7.9%	8.3%
Recreational Trails	27.9%	26.4%	13.0%	32.7%
Road Maintenance	36.8%	36.1%	20.4%	6.7%
Schools-Pembroke Academy	43.9%	18.9%	8.3%	28.8%
Schools-Armand Dupont	32.2%	22.3%	13.5%	32.0%
Schools-Elementary	32.2%	25.2%	12.2%	30.4%
Snow Removal	68.7%	19.4%	5.5%	6.4%
Speed Limits	43.4%	34.1%	14.0%	8.5%
Sidewalks	24.7%	34.7%	22.7%	17.9%
Town Administration	23.8%	33.0%	15.4%	27.8%
Town Sewer	36.1%	17.7%	6.6%	39.7%
Town Water	44.8%	15.4%	2.7%	37.1%
Traffic Control	42.3%	28.4%	8.4%	20.9%
Trash Disposal	72.8%	12.3%	3.8%	11.2%
Youth Recreation	11.8%	31.5%	21.3%	35.4%
Welfare	15.8%	13.5%	9.5%	61.3%
Zoning Enforcement	17.6%	18.5%	11.4%	52.4%
Other:	7.4%	1.5%	22.1%	69.1%

39. Please comment on any additional issues you believe are important to Allentown:

If you would like to help develop Allentown's Master Plan, please call the Town Offices at (603) 485-4276 and leave your name and telephone number. Or, if you have any questions, please call one of the following members of the Allentown Master Plan Steering Committee:

James A. Rodger, Chairman 738-2199
Planning Board

Bob Lee 485-4756
Planning Board

Jerry McKenney 485-7187
Planning Board

Arthur Houle 485-7296
Board of Selectmen

Sandra McKenney 485-7187
Board of Selectmen

Lou Conley 485-7974
School Board

Albert Dionne 485-9202
Fire Department

Jim McGonigle 485-9500
Police Department

Jim Boisvert 485-5460
Highway Department

Dana Clement 485-2027
Sewer Commission

THANK YOU FOR YOUR INPUT!

Write in Comments to Survey QuestionsGENERAL QUESTIONS

1. Do you live in Allenstown?

If Seasonal, what months?

- ? April to October
- ? June to April
- ? May to November (2)
- ? May to January
- ? May to October (2)
- ? Rental Property

2. If you feel that Allenstown is a desirable place to live, please check all that apply.

Other:

- ? Bear Brook State Park (3)
- ? Close to Bear Brook State Park (3)
- ? Having farm animals around within community
- ? If my home was not important to me I would move!
- ? Native of Suncook, Pembroke/Allenstown
- ? Need to lower property taxes
- ? Nice if home tax was not so high
- ? Not much to offer at this time
- ? Town need to do more its seniors, most seniors, have limited income –such as tax breaks
- ? Very high taxes
- ? Wildlife
- ? Wonderful people, children very respectful

POPULATION AND ECONOMICS QUESTIONS

6. What type of housing do you live in?

Other:

- ? Condo (6)
- ? Cottage
- ? Duplex
- ? Elderly/Handicap
- ? Senior Housing (2)
- ? Single Family with in-law
- ? Town House

7. Are you a:

Other:

- ? Going to be owner

10. Please list all employed adults/teens in your home who are 16 years old and older:

Works in: (Town/State):

Full Time:

- | | |
|----------------------|--|
| ? All over NH (6) | ? Hampton, NH |
| ? Allentown, NH (27) | ? Hamstead, NH |
| ? Andover, MA (3) | ? Home (4) |
| ? Auburn, NH (5) | ? Hooksett, NH (40) |
| ? Barnstead | ? Hudson, NH (3) |
| ? Bedford, NH (9) | ? Lebanon, NH |
| ? Bennington, NH | ? Londonderry, NH (7) |
| ? Boston/Malden, MA | ? Loudon (2) |
| ? Boston, MA (3) | ? Lowell, MA (2) |
| ? Bow, NH (9) | ? MA (5) |
| ? Cambridge, MA (2) | ? Manchester, NH (100) |
| ? Chichester | ? Manchester/Hooksett |
| ? Concord, NH (101) | ? Manchester/Nashua |
| ? Concord area | ? Manchester, Suncook, Nashua (students) |
| ? Concord/Pembroke | ? Meredith, NH |
| ? Derry, NH (7) | ? Merrimack, NH (4) |
| ? Epsom, NH (3) | ? Milford, NH (2) |
| ? Everywhere | ? Nashua, NH (17) |
| ? Franklin, NH | ? New London, NH |
| ? G.e (?) | ? NH (4) |
| ? Goffstown, NH (2) | ? NH-MA |

- | | |
|---------------------------|---------------------|
| ? North Andover, MA (2) | ? Self-employed (2) |
| ? Out on workers comp | ? State (9) |
| ? Pembroke/Allenstown (2) | ? Surrounding areas |
| ? Pembroke, NH (12) | ? Tewksbury, MA |
| ? Penacook | ? Town (3) |
| ? Pernell, MA | ? Tyngsboro, MA |
| ? Peterboro | ? Varies (3) |
| ? Raymond, NH (6) | ? Weare, NH |
| ? Rochester, NH (2) | ? Windham |
| ? Salem, NH (6) | |
| ? | |

Part-Time:

- ? All over
- ? Allenstown/Hooksett
- ? Allenstown/Pembroke
- ? Allenstown, NH (15)
- ? Allenstown, Pembroke, Concord
- ? Bedford, NH (2)
- ? Concord/Epsom
- ? Concord, NH (27)
- ? Home
- ? Hooksett/Manchester, NH
- ? Hooksett, NH (7)
- ? Manchester, NH (12)
- ? Pembroke, NH (4)
- ? Pittsfield, NH
- ? Raymond
- ? Salem, NH
- ? State (2)
- ? Statewide
- ? Suncook, NH (2)
- ? Town
- ? Truck driver
- ? Various (2)

11. Please list the type of employment for each adult/teen 16 years old or older:

Other:

- | | |
|--|-------------------------------|
| ? Administrative assistant/office manger, exec chief | ? Construction/Rigger |
| ? Aviation | ? Developmentally Handicapped |
| ? Childcare | ? Disabled (3) |
| ? Cleaner | ? Dry Cleaner |
| ? College (2) | ? Electrical |
| ? Construction (2) | ? Equipment Rental |
| | ? File Control Clerk |

- | | |
|--------------------------------|---|
| ? Fire Fighter | ? Route – Sales |
| ? Fitness Manager | ? Sales (4) |
| ? Food Service (4) | ? Sales/Reporter |
| ? Golf Course | ? SDI |
| ? Heavy Equipment Operator (2) | ? Self-Employed trucking |
| ? Homemaker/Companion | ? Self-Employed (2) |
| ? Infrastructure Maintenance | ? Service Technician |
| ? Laborer (3) | ? Telephone Company |
| ? Landscaping | ? Town |
| ? Maintenance (2) | ? Tractor trailer driver contractor for US Mail |
| ? Meat Packer | ? Traffic Control |
| ? Mechanic (3) | ? Truck Driver (3) |
| ? Mechanic/artist | ? Volunteer Fed Program |
| ? No Children | ? Waitress |
| ? Paving/Plowing | ? Waitress/Water Treatment Plant Operator |
| ? Pharmacy Technician | ? Warehouse (2) |
| ? Poultry Worker | ? Weigh Master part-time |
| ? Printing | ? Writer |
| ? Restaurant (2) | |

EXISTING AND FUTURE LAND USE QUESTIONS

21. How should Allenstown respond to prospects for growth in each of the following areas?

Where should they be encouraged or discouraged?

Building Trades:

Encouraged

- ? Along major highways
- ? Any
- ? Anything that generates income for the city and jobs
- ? Better business growth
- ? Business zone (2)
- ? Downtown
- ? Houses, condos
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? Industrial park only
- ? Less rentals
- ? Low cost housing
- ? Maintains trained personnel
- ? Restoration of center
- ? Route 28 (4)
- ? Route 3 and Route 28 (2)
- ? Unsure (2)

Discouraged

- ? Residential areas
- ? Route 3 and Route 28

Child Care Centers:

Encouraged

- ? Anything that generates income for the city and jobs
- ? Around center of town
- ? As needs exist
- ? Business zones (2)
- ? Don't know well enough yet
- ? Downtown
- ? Home based or Comm
- ? In appropriate zoned areas
- ? In area suitable to all
- ? Increase the tax base for the town
- ? More
- ? Near route 3
- ? Near schools
- ? Outer part of town encourage
- ? Protects family interests
- ? Residential zone (2)
- ? Route 3 and Route 28 (6)
- ? Route 28 area
- ? Rural area
- ? Too many already

Stay the Same

- ? Any

Farms:

Encourage

- ? Buck street
- ? Business zones
- ? Established and newly started
- ? Everyone eats and drinks
- ? Everywhere
- ? Farmland/Residential
- ? Fruit and vegetable (land)
- ? Homes
- ? Increase the tax base for the town
- ? Keep what we have
- ? More of them - why we live here!
- ? Need more farms
- ? Provides basic necessities
- ? Route 28
- ? Rural area

Stay the Same

- ? Any
- ? Anything that generates income for the city and jobs
- ? Don't know well enough yet
- ? In present areas
- ? Route 3 and Route 28 (4)
- ? Route 28

Discourage

- ? Route 3 only
- ? Smelly, noisy

Home Businesses:

Encourage

- ? Any
- ? Anything that generates income for the city and jobs
- ? Anywhere (3)
- ? As long as it's not auto repair
- ? Business zones
- ? Don't know well enough yet
- ? Downtown
- ? Increase the tax base for the town
- ? Industrial home
- ? Necessary for personal growth
- ? Route 3 and Route 28 (2)
- ? Route 3 only
- ? Should be allowed
- ? To a certain extent

Stay the Same

- ? Route 28 area
- ? Route 3 and Route 28

Discourage

- ? Depends on what i.e. noise level and mess
- ? If it creates a lot of traffic
- ? Need large complexes
- ? Not in residential areas
- ? Route 3 and Route 28

Clinics/Health/Dental Offices:

Encourage

- ? Along 28 major highway
- ? Anywhere (2)
- ? Bear Brook area
- ? Business zones (2)

- ? Discourage Downtown
- ? Downtown
- ? Easily accessible
- ? In appropriate zoned areas
- ? Need for tax base
- ? Not enough
- ? Provide for town occupants
- ? Route 28 (4)
- ? Route 3 and Route 28 (6)
- ? Route 28 or school street
- ? Route 3 only
- ? Suncook
- ? To increase the tax base for the town
- ? Unsure (2)
- ? We have enough

Stay the Same

- ? Anything that generates income for the city and jobs
- ? Encouraged in the next 3-5 years
- ? Route 3 and Route 28 (3)

Gas Stations:

Encourage

- ? Don't know well enough yet
- ? More competition
- ? Need for tax base
- ? Route 28
- ? Route 3 only
- ? Upgrade and maintain growth
- ? We have enough already
- ? With limits

Stay the Same

- ? Anything that generates income for the city and jobs
- ? Business zones (2)
- ? In appropriate zoned areas
- ? Route 3 and Route 28 (2)
- ? We have enough already (10)
- ? Yes

Discourage

- ? Already too many
- ? Anywhere
- ? Discourage on Route 3
- ? Do we need one on every corner
- ? In residential area
- ? Route 28
- ? Route 3 and Route 28 (2)

- ? Route 3 and 28 if needed
- ? We have enough already (3)

Commercial/Industrial Firms:

Encourage

- ? Any open area
- ? Anything that generates income for the city and jobs
- ? Business zones
- ? Discourage - Bear Brook Area
- ? Employment for local opportunities
- ? If they help with taxes
- ? In appropriate zoned areas
- ? In designated areas on Route 28
- ? Increase new jobs and reduce taxes (Route 28)
- ? Increase the tax base for the town (2)
- ? Industrial park only
- ? More employment opportunities (2)
- ? Need employment
- ? Outlying areas
- ? Provide land/space
- ? Reduce tax burden
- ? Route 106
- ? Route 28 (6)
- ? Route 3 and Route 28 (6)
- ? Route 3 only
- ? Route 3 or Route 28
- ? Tax income

Stay the Same

- ? Don't know well enough yet

Discourage

- ? Anywhere
- ? Everywhere
- ? Everywhere - cheapens town
- ? No good for community
- ? Residential areas
- ? Residential/Business
- ? Route 3 and Route 28
- ? They should be in a commercial center
- ? Too much pollution

Hotels/Motels:

Encourage

- ? Anything that generates income for the city and jobs
- ? Around state park

- ? Business zones
- ? Everywhere - but more flexible and open to nice motels
- ? Helps with tourism
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? Maintain a small amount
- ? One would be nice
- ? Route 28 (5)
- ? Route 3 and Route 28 (6)
- ? Route 3 only

Stay the Same

- ? Don't know well enough yet
- ? Need for tax base
- ? Restore B and B's and new ones
- ? Route 28

Discourage

- ? Anywhere
- ? No need (2)
- ? No room
- ? Residential
- ? Town isn't large enough
- ? Ugly/busy/crowded

Major Retail Stores:

Encourage

- ? Anything that generates income for the city and jobs
- ? Better if in town (route 28)
- ? Bigger grocery
- ? Burger King/other retailers
- ? Business zones
- ? Commercial areas
- ? Convenient
- ? Dollar store mall
- ? Great employment
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? Just one will do
- ? Need for tax base
- ? Need major grocery store chain
- ? Route 28 (4)
- ? Route 3 and Route 28 (4)
- ? Route 3 (2)
- ? Unsure

Stay the Same

- ? Route 3 and Route 28

Discourage

- ? Anywhere (2)
- ? Don't know well enough yet
- ? Don't need them
- ? Everywhere (2)
- ? There's enough around Concord/Hooksett
- ? Too busy/crowded
- ? Traffic

Mini-Storage:

Encourage

- ? Commercial areas
- ? In appropriate zoned areas
- ? Limited
- ? Need for tax base
- ? Route 28 (2)
- ? Route 3 and Route 28 (3)
- ? Route 28 by mobile
- ? Route 3 only
- ? We all have things to store
- ? Yes, why not?

Stay the Same

- ? Anything that generates income for the city and jobs
- ? Don't know well enough yet
- ? Plenty in area

Discourage

- ? All over
- ? Anywhere
- ? Business zones
- ? Cannot have everything
- ? Don't need anymore (3)
- ? Everywhere – Don't block nice views
- ? No
- ? Not profitable waste of space
- ? Route 3 and Route 28
- ? Ugly
- ? Useless space

Professional Offices:

Encourage

- ? Anything that generates income for the city and jobs
- ? Anywhere
- ? Business zones (2)
- ? Commercial areas

- ? Don't know well enough yet
- ? Downtown (2)
- ? Employment
- ? Goes hand in hand with industry
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? New commercial centers or residential
- ? Provide land/space
- ? Residential areas
- ? Route 28 (4)
- ? Route 3 and Route 28 (6)
- ? Route 28 by mobile
- ? Route 3 only
- ? Rural area
- ? Suncook
- ? Unsure

Stay the Same

- ? Any
- ? Need for tax base
- ? Route 3 and Route 28

Restaurants (sit down):

Encourage

- ? A good one
- ? Anything that generates income for the city and jobs
- ? Anywhere
- ? Business zones
- ? Center of town - anywhere
- ? Clean route 28
- ? Don't know well enough yet
- ? Downtown
- ? Downtown on Route 3 and 28
- ? Downtown Suncook
- ? Existing malls
- ? Family style not high priced
- ? In appropriate zoned areas
- ? In town
- ? Increase the tax base for the town
- ? Main roads
- ? Near Bi-Wise area
- ? Need for tax base
- ? Not enough (2)
- ? Route 3 (2)
- ? Route 28 (5)
- ? Route 3 and Route 28 (7)
- ? Route 28 by mobile
- ? Suncook village

- ? They should be encouraged because we need help with house taxes!
- ? Why not?

Restaurants (fast food):

Encourage

- ? Anything that generates income for the city and jobs
- ? Business zones
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? Main roads
- ? Need for tax base
- ? None in town
- ? Not enough (2)
- ? Route 28 (7)
- ? Route 3 and Route 28 (7)
- ? Route 3 (3)
- ? Route 3 (McDonalds; Burger King; Wendy's)
- ? Route 3 Bi-Wise area
- ? They should be encouraged because we need help with house taxes!

Stay the Same

- ? Don't know well enough yet
- ? Route 3 and Route 28
- ? Was not answered on survey
- ? Yes

Discourage

- ? Anywhere (3)
- ? Cheapens town - no where
- ? Close enough to Concord
- ? Dunkin Donuts is bad enough
- ? No more
- ? Too busy/ugly
- ? Too much garbage

Retail Business Shops:

Encourage

- ? Accessible to all
- ? Anything that generates income for the city and jobs
- ? Better business growth
- ? Business zones
- ? Business/Commercial
- ? Commercial areas
- ? Downtown (2)
- ? Downtown on Route 3 and 28
- ? Existing malls
- ? In appropriate zoned areas

- ? Increase the tax base for the town
- ? Need for tax base
- ? Provide land/space
- ? Route 28 (5)
- ? Route 3 and Route 28 (5)
- ? Route 3 (3)
- ? Small
- ? Strip mall on 28
- ? Tax income
- ? They should be encouraged because we need help with house taxes!
- ? Video store
- ? Where the old banks are by Bi-Wise

Stay the Same

- ? Don't know well enough yet
- ? Route 3 and Route 28
- ? Traffic

Discourage

- ? Close enough to Concord

Shopping Centers:

Encourage

- ? Anything that generates income for the city and jobs
- ? Business zones
- ? Close enough to Concord
- ? Commercial areas
- ? Convenient
- ? Enlarge the ones we have
- ? In appropriate zoned areas
- ? In downtown area
- ? Increase the tax base for the town
- ? Need for tax base
- ? Need new video rental store
- ? Not enough
- ? Route 28 (7)
- ? Route 3 and Route 28 (6)
- ? Route 3 (3)
- ? They should be encouraged because we need help with house taxes!

Stay the Same

- ? Don't know well enough yet
- ? Downtown Suncook
- ? Route 3 and Route 28
- ? Traffic

Discourage

- ? Anywhere

- ? Improve present areas
- ? No
- ? No space
- ? There are enough close by
- ? Too busy/crowded

Small Manufacturing Firms:

Encourage

- ? Anything that generates income for the city and jobs
- ? Business zones
- ? Business/Commercial
- ? Commercial areas
- ? Downtown
- ? Employment
- ? If non polluting an well maintained and attractive looking
- ? In appropriate zoned areas
- ? Increase the tax base for the town
- ? Industrial park only
- ? Large - along route 28 and 3 intersection
- ? Need for tax base (2)
- ? Outlying areas
- ? Provide land/space
- ? Route 28 (10)
- ? Route 3 and Route 28 (7)
- ? Route 28 on wherever practical
- ? Route 28 or existing building
- ? Route 3 only
- ? Tax income
- ? They should be encouraged because we need help with house taxes!
- ? We need work in town
- ? We need a large one

Stay the Same

- ? Route 3 and Route 28

Discourage

- ? Anywhere
- ? Don't know well enough yet
- ? Outlying areas
- ? Route 3 and Route 28

HISTORY AND CULTURE AND NATURAL FEATURES QUESTIONS

25. What are the most important natural features in Allentown (please check all that apply):

Other:

- ? 4-Wheel Trails
- ? All of the above (2)
- ? Availability to cities
- ? Bear Brook State Park (10)
- ? Is Bear Brook included or is this state?
- ? Rivers
- ? Some historic old homes
- ? State Park kept as is
- ? View from above (plane)
- ? We live in a mixture of natural beauty. I'm glad I was born in NH

26. What natural, cultural, and/or historic resources do you feel should be protected in Allentown?

- ? A nice boat ramp and picnic area on the River would be nice.
- ? Access to the River, memorial field (Pembroke) and along Route 28
- ? Access to Suncook River – Riverside parks old meeting house, Suncook Mill, White Rabbit Inn
- ? All (9)
- ? All cemeteries of course, all historic buildings
- ? All of the above (6)
- ? Any – too much land is being taken away to build too many homes
- ? Any that are currently in place.
- ? Area along Suncook River and Route 28
- ? Area on Merrimack River off Ferry Street. Should be turned into a park and boat, canoe ramp. Picnic tables.
- ? Bear Brook – small town feel and look
- ? Bear Brook (but too much lane)

TRANSPORTATION QUESTIONS28. Are there any sections of roadways or intersections that you feel are hazardous for vehicles?

- ? Al's Avenue (6)
- ? Bear Brook Road (1)
- ? Chester Turnpike (2)
- ? Cross Street (1)
- ? Main Street (5)
- ? Deerfield Road (4)
- ? Ferry Street (2)
- ? Granite Street (51)
- ? Harness Horse Road (1)
- ? Library Street (2)
- ? Merrimack Street (1)
- ? Notre Dame Avenue (2)
- ? Library Street (2)
- ? River Road (4)
- ? Riverside Drive (3)
- ? Route 3 (3)
- ? Route 28 (3)
- ? School Street (4)
- ? South Road (1)
- ? Turnpike Street (2)
- ? (Harness horse road and Route 28) There have been 4 deaths in 4 years and I don't know why?
- ? 28 north turn left at animal hospital/ as 28 south turns right at animal hospital – cars want to pass on left (in lane).
- ? 28/Bear Brook Road – 28/River Road
- ? 28, River Road by Big Jims
- ? A tall pine tree blocks view at corner of Notre Dame and Al's Avenue
- ? About 1 mile up Route 28 North on the left hand side is a road called Jillrick Road it has a passing line and cars can pull out the same time an oncoming car may start to pass. It's happened to me and some one is going to get nailed! It's a state highway.
- ? Granite – Highland Street, Granite – Notre Dame Avenue
- ? Al's Avenue/Main Street and Route 28/at Allenstown Veterinarian Hospital. Also the lack of 2nd exit/entry at Notre Dame to Main Street and Route 28 if an incident at Notre Dame and ridge etc – residents trapped.
- ? Back roads (2)
- ? Town roads
- ? Bear Brook (lot of motorcycles going too fast)
- ? Bear Brook State Park main road
- ? Bi-Wise and Route 3. Chester Turnpike and Route 28. Bartlett Turnpike and Route 3.
- ? Bi-Wise section
- ? Bridge connecting Soucook and Allenstown
- ? Broadway, North Main
- ? By the bridge at Route 3/Meme's Restaurant and the under pass to Glass street.
- ? Canal
- ? Coming off Route 3 going under the bridge to go downtown
- ? Coming out from River Road
- ? Coming out of Bear Brook Gardens I onto Deerfield Road

- ? Coming up to the lights on Route 28 confusion I have been in at that area where all the roads come in about 300 yards from light.
- ? Corner of Al's Avenue and Main Street
- ? Corner of Bartlett Street, DW Highway 3
- ? Corner of Main Street and Ferry Street. You cannot see to turn off Ferry Street with the garage parking cars all over the place. Granite Street needs to be finished, repairing to many grooves and bumps.
- ? Corner of School and Main Streets. Beaudet's cars always blocking view
- ? Corner of Turnpike Street and River Road. There is a minivan parked on top of the corner blocking view of oncoming traffic. Homeowner is using it as his driveway.
- ? Curve on Bear Brook Road adjacent to Podunk Road, need horse/pedestrian signs!, slow down signs
- ? Deerfield Road after the Mt. Delight Road going towards Deerfield. The narrow bridge then vehicle dodging pot holes are often on the wrong side or in the middle.
- ? Deerfield Road at Route 28
- ? Deerfield Road on Allenstown/Deerfield town line (2)
- ? Double Decker Bridge (2)
- ? Downtown next to bank of New Hampshire is a cluster f....
- ? Dump road
- ? Entrance to Bear Brook
- ? Exiting River Road to cross Route 28 - people do not observe 35 mph and is very difficult to exit River Road at peak times.
- ? Ferry and Main (there are vehicles parked at the garage that block your vision. Should be regulated.)
- ? Granite and Main intersection
- ? Granite Road and Hooksett Road need better lane markings
- ? Granite Street behind shopping center paving etc, thank goodness it is being redone! manhole at Cross Street and Highland it is so deep- one can wreck its bottom of car!
- ? Granite Street - finish the project. (2)
- ? Granite Street - Mobile
- ? Granite Street - too many stop signs
- ? Granite Street (east of Diane Street). Intersection of Al's Avenue and Notre Dame (poor visibility due to extra large trees on east and west corners of Al's Avenue)
- ? Granite Street (especially when school is open, and students are being dropped off or picked up.)
- ? Granite Street (from Richard Fluly's private way east to River Road).
- ? Granite Street (Letendre to Route 3), Al's Avenue at Main Street
- ? Granite Street (poor condition), corner of Ferry and Main Street obstructed view due to garage vehicles is very hazardous
- ? Granite Street (west)
- ? Granite Street between Bi-Wise Market and River Road
- ? Granite Street by Rite Aids
- ? Granite Street from Mobile on the run to 4 way stop sign at Notre Dame Avenue finish road
- ? Granite Street is all broken up - needs repair badly. Big ruts in road needs asphalt
- ? Granite Street needs to be repaired
- ? Granite Street patch job by gas/PSNH was terrible and stayed that way too long.
- ? Granite Street paving
- ? Granite Street Route 3 end
- ? Granite Street should be fixed - incompetent morons start project and didn't finish paving.
- ? Granite Street should not have been left in present condition for such a lengthy time!
- ? Granite Street what's the hold up on repairs
- ? Granite Street which is being worked on now. (2)
- ? Granite Street, fix it! Please!!!! (2)
- ? Granite Street, School Street - speeds too high

- ? Granite Street, they could at least patch the road form now. Very bad on our cars!
- ? Hill - on Deerfield Road - curve is dangerous especially in the winter - too many accidents - check police reports. Stoplight at New Rye Road turn.
- ? I feel the sharp curve on Deerfield Road (middle road) needs to be straight out. The curve after Podnuck Road.
- ? In front of Bi-Wise and Chantillys! The intersection of valley, Granite Street, Notre Dame
- ? Intersection at Johnson and Animal Place
- ? Intersection of Route 28 and Chester Turnpike
- ? Intersection of Route 3 and Pleasant Street. Also the road coming up off of Glass Street under the bridge and onto Route 3 going south (where Glass Street and Buck Street begin).
- ? Intersection of Summers Avenue and Pine Acres Road. Hedge blocks visibility.
- ? Intersection on Route 3 just north of Meme's before the bridge over River - these roads on right all at different angles. Generally not bad except during high traffic times (ie. morning/evening commute).
- ? Jilrick Street and Riverside Park Drive. Pulling out onto 28 with guard rails on both sides is deadly. Also turning onto Jilrick from Route 28.
- ? Junction of Route 3 and 28 - yield coming from south, (Bi-Wise).
- ? Main Street and Granite Street at the school. Library Street - roadway is very poor condition, heavily traveled by senior residents.
- ? Main Street by Webster. When a vehicle is parked there vehicles cannot be seen coming up the hill until they pass the parked vehicle.
- ? Merrimack Street hill in winter (during storms)
- ? Middle Road needs repaving
- ? Most residential roads
- ? No (39)
- ? None (13)
- ? Ok
- ? Parking half on and half off street, especially School Street.
- ? Part of Granite Street heading towards elementary school
- ? People drive to fast on Deerfield Road
- ? Region on Granite Street
- ? Remove stop at Granite and Hilans (?)
- ? Remove stop sign (3 way) from Granite and Highland Street
- ? River Road - 4way stop a trap. River Road and 28 - left turn lane used as thruway to go around right turn cars
- ? River Road and Granite Street extension or Dump Road, River Road at Berube house (5)
- ? River Road and Route 28, Route 28 and Turnpike Street
- ? River Road and Route 28, Townhouse Road and Granite Street extension
- ? Route 28 - the entrance to Bear Brook Villa and the Suncook River Convenience Store. Also River Road and Route 28.
- ? Route 28 and most residential roads. My road (River Road) is like a speedway. A kid is going to die. I've complained but the cops have done nothing.
- ? Route 28 south turning left onto Turnpike Street should not be able to go south on 28 from that turn lane.
- ? Route 28 turn to Chester Road people drive in turn lane instead of staying to right.
- ? Route 3 and Granite Street no cross walk (2)
- ? Route 3 at Double Decker Bridge and Turnpike Street
- ? Route 3 at School Street lights work very poorly
- ? Route 3 bridge (2)
- ? Route 3 bridge over Suncook River. Underpass on-ramps and off-ramps are difficult to negotiate.
- ? Route 3 bridge, entrance to Bear Brook State Park

- ? Route 3 from Glass Street (down town Suncook)
- ? Route 3 from School Street to Hooksett town line
- ? School and Main Streets. Some of the trucks are so big that they need two lanes to turn.
- ? Route 3 to Main Street
- ? Several places on 28 north need caution signs and or yield signs.
- ? Side walk on Ferry Street need to be done
- ? Some of the road that goes through the state park
- ? Some. These conditions can be remedied over time.
- ? Stop sign on Granite Street
- ? Stop sign on Granite Street by Oak Street and the one by valley to Notre Dame are
- ? Stop sign on Granite Street near Oak Street (2)
- ? Store on 28 bypass Suncook River con. - light there would be good.
- ? The area behind Meme's - getting off and onto Route 28 or to area under bridge of 28
- ? The back way to Rite Aid Drugs (2)
- ? The bottlenecks at 28 and 3 cause road rage! Very poor traffic control. Blind intersections everywhere! Not enough trimming of trees/shrubs.
- ? The bridge end of Buck Street
- ? The condition of Granite Street at the upper level is a disgrace. I will not drive to any store in the small shopping areas because I fear doing damage to my car.
- ? The Granite Street is a mess. There are stop signs in town that are not necessary!
- ? The intersection of Route 28 and Jillrick Road. I live on Riverside Park Drive and when I travel north on 28 and slow to turn left onto Jillrick I've had people pass me on the left. A partial solution would be to put a dual yellow line in both directions.
- ? The intersection of Route 3, Turnpike Street and Bartlett Street is very dangerous.
- ? The last mile of Deerfield Road before the Deerfield town line should be resurfaced. No through trucks on Deerfield Road.
- ? The road across from the elementary school is less than desirable and the road going under the bridge is an accident scene waiting to happen.
- ? The split near Demarco's for entering and exiting traffic from Route 3.
- ? The street that runs behind Rite-Aid been under construction over 6 months.
- ? The turn from Deerfield Road onto New Rye in Bear Brook should be filled in and leveled school bus goes here also.
- ? There should be a stop light by Allenstown Vet and River Road - very dangerous intersection many accidents happen when vehicles cross Route 28 to go onto River Road and back
- ? Too many stop signs on Granite Street. Allow right turn on red on Broadway and Route 3. Set lights to blink after 9pm on Route 3.
- ? Unaware
- ? Vehicles have to compete with bicycles and pedestrians on Deerfield Road throughout Bear Brook Park a bike lane would be safer, also Granite Street from Main Street to Route 3.
- ? Where Allenstown and Deerfield meet on Deerfield/Middle Road (an accident waiting to happen 2 degrees to road condition) and curve of the road.
- ? Where Route 28 intersects 3 and 28 near Bi-Wise. It's nothing but a troublemaker.
- ? Yes (4)
- ? 41 Riverside Park, it dirt and dusters, full of hole fixed once a year with the same dirt
- ? Your kidding (all are)

29. Are there any sections of roadways or intersections that you feel are hazardous for pedestrians?

- ? Al's Avenue (1)
- ? Granite Street (23)
- ? Ferry Street (2)
- ? Deerfield Road (3)
- ? Main Street (4)
- ? Library Street (1)
- ? Route 3 (19)
- ? Route 28 (11)
- ? River Road (3)
- ? Riverside Drive (1)
- ? School Street (7)
- ? Turnpike Road (2)
- ? Al's Avenue - kids need a side walk when walking home from school.
- ? All
- ? All except school and Main Street
- ? All. People drive too fast and AES school crossing
- ? The cops don't do a thing. They ticket people on the highway, but the kids play on the sidestreets.
- ? All, no sidewalks
- ? Allenstown Road and Granite Street, Chester Turnpike and Pinewood Road.
- ? Allenstown Road or Route 3
- ? Any road without a sidewalk (3)
- ? At Route 2 at the bridge over the river
- ? Bear Brook Road
- ? Bear Brook needs walk ways.
- ? Bi-Wise market and shopping center area
- ? Bi-Wise to school, Allenstown up to Pembroke academy dangerous for high school children no sidewalks. very dangerous
- ? Bridge on Route 3 (3)
- ? Bridge on Route 3 has no walkway
- ? Bridge walkway across river
- ? Bus should pull into Bear Brook Villa not stopping on the highway 28 bypass.
- ? Chester Turnpike from Holiday Acres to Route 28 need speed bumps to Granite Street
- ? Corner of Bartlett Street, Turnpike Street and DW Highway 3
- ? Corner of Ferry and Main no visibility too many cars park on the corner street, very dangerous
- ? Corner of Main and Glass Streets. The bridge over the river could have sidewalks on both sides of the bridge.
- ? Corner of Notre Dame and Al's Avenue
- ? Crossing Route 3 and 28
- ? Crossing Route 3 Rite-Aid to Donut Shop and Bi-Wise
- ? Crossing street from Ferry Street to Main near Beaudet's Garage.
- ? Crossing to go to Bi-Wise
- ? Deerfield Road - dangerous for pedestrians and bikes! Not wide enough.
- ? Deerfield Road going through the park pedestrian/bike riders are always walking or riding in the middle.
- ? Don't know/new to town (2)
- ? During school Main Street speed limit not enforced!
- ? Ferry and Main (there are vehicles parked at the garage that block your vision. Should be regulated.)
- ? Granite Street where no sidewalks exist
- ? Granite Street - Mobil

- ? Granite Street - needs sidewalks through the Holiday Acres
- ? Granite Street (by Bi-Wise) (2)
- ? Granite Street (cars speeding)
- ? Granite Street (especially when school is open, and students are being dropped off or picked up.)
- ? Granite Street and 28 need a cross walk
- ? Granite Street and Route 3 intersection
- ? Granite Street can be hazardous because, of the speed of come of the cars.
- ? Granite Street from about valley (where sidewalks ends) to Route 3 currently under construction hopefully sidewalk will be extended.
- ? Granite Street from Main Street to Route 3.
- ? Granite Street sidewalk whole length of road. Corner of School and Main. Beaudet's cars always blocking view.
- ? Granite Street, Cross Street cars parked on sidewalks
- ? Heritage - Townhouse Road, Granite Street, School Street, River Road, because of speeding cars
- ? I can't think of any
- ? I think the top of Ferry Street and Main Street is hazardous with all the traffic and fire trucks there should be a cross walk light some days there is no crossing guard for children to get to school no traffic yields for pedestrians there.
- ? In front of Bark and Post Office. Should be a crosswalk. Take away signs in roads put is cross walks.
- ? In front of Bi-Wise and Chantillys! The intersection of valley, Granite Street, Notre Dame
- ? Intersection of Parkwood and Lane Drive, also the section of Lane Drive coming off Parkwood near the park office. (blind area). Also, all of Lane Drive.
- ? Intersection of Route 28 and Jillerick Road. My two boys as well as other neighborhood kids have to wait for they're for the school bus at this intersection. With cars reaching speeds from 50-60 or even faster it is a bit nerving leaving my children near this road. I'm only asking for some type of visible lean-to and/or warning sign so drivers are aware that there are children present.
- ? Intersection on Route 3 just north of Meme's before the bridge over River - these roads on right all at different angles. Generally not bad except during high traffic times (ie. morning/evening commute).
- ? It is difficult to cross Route 3 from Bi-Wise to rite aid. If more stores are built in this area, crosswalks should be added.
- ? Jilrick Street and Riverside Park Drive reprocessed dirt with glass chunks hurts feet and cuts bike tires.
- ? Main and School Streets, Main and Library Streets
- ? Main Street between Suncook River and Webster
- ? Most all in the Suncook area
- ? Near ARD and AES people drive too fast. There should be a speed bump or something to protect the kids.
- ? Near school - at 4 way. People just do not want to stop completely. Again confusion - officer lurking around?
- ? Need a walk/do not walk sign on 28 and Granite Street so the children can cross.
- ? No (32)
- ? No Opinion (2)
- ? No sidewalks anywhere in town
- ? No sidewalks in Allenstown for people who walk
- ? None (12)
- ? Not enough sidewalks
- ? Not sure (5)
- ? Ok
- ? Park road by family day use area, people park in no parking areas adjacent to open areas of water in Bear Brook.
- ? River Road - by Route 28

- ? River Road - many walkers - too much speed
- ? River Road and 28 very bad entrance to Bear Brook State Park yellow light
- ? River Road and Route 28 (Allenstown animal hospital) end.
- ? Roads near elementary school and road dump is on
- ? Route 28 and River Road - Route 28 and Chester Turnpike
- ? Route 28 at Granite Street - deadly
- ? Route 28 from Bi-Wise to Bear Brook
- ? Route 28 should have double line no passing because of enter to drive way on side on the road.
- ? Route 28/River Road intersection
- ? Route 3 and 28 intersection
- ? Route 3 and Granite Street, Route 3 and School Street, Route 3 no crosswalks, Suncook River bridge
- ? Route 3 and Main Street - cars and trucks go too fast
- ? Route 3 at Granite Street need pedestrian crossing
- ? Route 3 at Granite Street, Route 3 at Route 28, Route 3 at School Street, Deerfield Road into Bear Brook
- ? Route 3 at School Street lights work very poorly also Double Decker Bridge on Route 3 over Suncook River.
- ? Route 3 by Rite Aid and Bi-Wise
- ? Route 3 crossing from Bi-Wise mall to Allenstown Mall (Rite Aid)
- ? Route 3 from Bi-Wise Market, north to Pembroke town line and Route 28 to River Road, east, River Road east to Nuall Street.
- ? Route 3 from School Street to Hooksett town line
- ? Route 3 near Bi-Wise (1)
- ? Route 3 north and 28 by pass. For kids walking to ARD from Granite Street - crossing 28!! Also the intersection at Bi-Wise and Mobile Granite Street
- ? Route 3 shopping area
- ? Route 28 would benefit from the establishment of bike/pedestrian trails. Very hazardous for children and adults who frequently walk and bicycle on Route 28.
- ? Sidewalks not clear in winter
- ? Some. These conditions can be remedied over time.
- ? Stop sign on Granite Street by Oak Street and the one by valley to Notre Dame are
- ? The condition of Granite Street at the upper level is a disgrace. I will not drive to any store in the small shopping areas because I fear doing damage to my car.
- ? The crossway at River Road Route 3 is protected by a crossing light. Cars do not observe red light and go straight through quite often. I worry about children crossing here.
- ? The intersection of Route 3, Turnpike Street and Bartlett Street is very dangerous.
- ? The Main Street in front of Bi-Wise is very difficult to cross. There are not enough walk lights or they operate slowly.
- ? There are very few sidewalks so probably any area where pedestrians have to walk in the street
- ? There is no cross walk/pedestrian walk lights to cross Route 3 at Bi-Wise/Rite Aid area.
- ? Top of Main Street by the Library, Whitten and Webster Streets. Can't see traffic coming up over hill
- ? Upper level of Double Decker Bridge
- ? Where Allenstown and Deerfield meet on Deerfield/Middle Road (an accident waiting to happen 2 degrees to road condition) and curve of the road.
- ? Yes (3)
- ? Yes - areas between Dunkin Donuts and Rite Aid (Route 3)
- ? Yes (walking difficult because of pot holes - lack of pavement)
- ? Library Street - fast driving children in area. Signs should be posed for 20 miles an hour.
- ? Your kidding (all are)

30. Please identify any streets where you feel additional sidewalks are needed.

- ? Al's Avenue (4)
- ? Deerfield Road (3)
- ? Ferry Street (3)
- ? Glass Street (1)
- ? Granite Street (19)
- ? Letendre Avenue (2)
- ? Library Street (2)
- ? Main Street (1)
- ? Notre Dame Avenue (5)
- ? River Road (10)
- ? Route 3 (4)
- ? Route 28
- ? Turnpike Street (1)
- ? Valley Road (1)
- ? Across Double Decker Bridge
- ? Al's Avenue down to Main Street
- ? Al's Avenue Granite Street
- ? All
- ? All streets in downtown area
- ? All streets which do not have. (2)
- ? All streets with heavy traffic. Granite Street, River Road, Al's Avenue, Ferry Street
- ? All the streets that have a lot of homes
- ? Bear Brook Road
- ? Bear Brook State Park
- ? Business area on Route 3
- ? Deerfield Road into Bear Brook State Park - dangerous for children on bikes to go to swimming area.
- ? Deerfield, Holiday Acres
- ? Down town Allenstown and by Bi-Wise store.
- ? Everywhere (2)
- ? Ferry Street sidewalks need fixing. Need sidewalk on Route 3 from Double Decker bridge to Bi-Wise
- ? Granite below valley
- ? Granite Street - needs sidewalks through the Holiday Acres
- ? Granite Street exit and River Road
- ? Granite Street finish to Route 3
- ? Granite Street for children
- ? Granite Street from about valley (where sidewalks ends) to Route 3 currently under construction hopefully sidewalk will be extended.
- ? Granite Street from Main Street to River Road
- ? Granite Street from Route 3 to Main Street
- ? Granite Street from valley to the stores
- ? Granite Street toward Rite Aid
- ? Granite Street/Old Chester Turnpike
- ? Granite Street, Letendre, fix Hamel Street
- ? Haven't lived here long enough (2)
- ? How about finishing the paving job on Granite Street
- ? I do not want a sidewalk on our street. Oak Street is in very good condition and it's not wide enough for sidewalks.

- ? I would like to see sidewalks on every street. It adds to the appearance of the neighborhood and is much safer to walk.
- ? In front of Bi-Wise and Chantillys! The intersection of valley, Granite Street, Notre Dame
- ? Library Street very narrow and curved.
- ? Main Street - elementary side
- ? Main Street by schools
- ? More sidewalks and parking are needed at the entrance to the Bear Brook Park beach area. People park either at the gate or at the picnic pavilion and walk on the road to get to the water. There is plenty of parking at the beach house but the gate is closed.
- ? Most
- ? Most streets should have sidewalks in small towns as ours
- ? No (4)
- ? No opinion (5)
- ? No, one side of street parking on Granite Street.
- ? None (15)
- ? Notre Dame and surrounding neighborhood
- ? Ok (2)
- ? Part of Granite Street
- ? Pine Acres Road
- ? Repair existing sidewalks
- ? River Road (up to the cemetery)
- ? River Road beyond Anderson's Corner
- ? River Road from Turnpike Street to Route 28
- ? Road dump is on
- ? Route 3 between 28 and School Street (4)
- ? Route 3 from Bi-Wise market, north to Pembroke town line and Route 28 to River Road, east, River Road east to Nuall Street.
- ? Route 3 from Pembroke over bridge
- ? Route 3 shopping area
- ? Suncook River bridge, Granite Street (west)
- ? Same side as elementary school on Main Street
- ? Sidewalks should be on both sides of the street because of the truck traffic.
- ? Sidewalks are needed everywhere that it is feasible to build them.
- ? Sufficient for reasonable safety
- ? The back way to Rite Aid Drugs
- ? The Main Street in front of Bi-Wise is very difficult to cross. There are not enough walk lights or they operate slowly.
- ? The side of the road where AES is located.
- ? There should be sidewalks on both sides of Main Street all the way across the bridge and into the business district.
- ? Too many to list
- ? Unsure (2)
- ? Upper level of Double Decker bridge
- ? Valley Street sidewalk in need of repair
- ? We have sidewalks? Where? Let's make that a historical preservation site.
- ? West side of Allenstown Road from Bridge and Glass Streets to end of commercial establishments and River Road
- ? West side of Main Street near elementary school
- ? West side of Main Street going south

31. Please identify any roads or streets where you feel vehicles travel at excessive speeds.

- ? Al's Avenue (12)
- ? Chester Turnpike (5)
- ? Deerfield Road (22)
- ? Ferry Street (15)
- ? Granite Street (38)
- ? Heritage Road (2)
- ? Lane Drive (3)
- ? Library Street (2)
- ? Main Street (26)
- ? Notre Dame Avenue (11)
- ? Oak Street (1)
- ? Pine Acres Road (2)
- ? River Road (27)
- ? Route 3 (16)
- ? Route 28 (35)
- ? School Street (37)
- ? Townhouse Road (2)
- ? Turnpike Road (4)
- ? Valley Street (3)
- ? 28 bypass
- ? 28 north
- ? Academy Road, Brick Street
- ? All of them! (4)
- ? Back roads (1)
- ? Bartlett Street
- ? Bear Brook area (1)
- ? Bear Brook Road (3)
- ? Bear Brook Road, Allenstown
- ? Bear Brook Road in Woodridge area
- ? Big dump trucks and logging trucks on Deerfield Road also school buses driven too fast.
- ? Broadway
- ? Canal Street
- ? Chester Turnpike coming out of trailer park they fly down our road.
- ? Holiday Acres
- ? Chester Turnpike from Holiday Acres to Route 28.
- ? Route 3 coming into town
- ? Coming up to the lights on Route 28 confusion I have been in at that area where all the roads come in about 300 yards from light. Near school - at 4 way. People just do not want to stop completely. Again confusion - officer lurking around? Backside of Route 28 - unsure of name - runs parallel with Route 28.
- ? Cross Street
- ? Deerfield Road after Bear Brook part to Deerfield
- ? DW highway
- ? End of River Road by town sheds - they speed down it! Also, that straight stretch of Route 28 - there are car races often there, on weekends.
- ? Enforce current speed limits
- ? Everywhere
- ? Ferry St to boat launch

- ? Front Street - late at night, we can hear tires squealing on the street.
- ? Going down Deerfield Road (near Clearview Drive) cars seems to go fast down the hill.
- ? Granite St from RT 3 past Holiday Acres
- ? Granite Street - sing 25 mph, most go about 30-35 never 25 and no cop to ticket them.
- ? Granite Street extension and Chester Turnpike
- ? Granite Street from Bi-Wise to River Road.
- ? Granite Street people do not stop at the stop sign down towards AES.
- ? Granite Street speed is low and has too many stop signs in ridiculous places.
- ? Granite Street. It's a 25mph zone and many cars and trucks use excessive speed while on them.
- ? Granite Street, Allenstown Road to River Road
- ? Haven't lived here long enough
- ? Currently speed limit on Townhouse Road is 25 mph should be reduced to 15 mph and strictly enforced.
- ? Hill - on Deerfield Road - curve is dangerous especially in the winter - too many accidents - check police reports. Stoplight at New Rye Road turn. NH DOT put street stoplight at New Rye Road/Deerfield Road intersection.
- ? I have seen many vehicles, especially in the summer use Ferry Street as a racetrack.
- ? In front of Bi-Wise and Chantillys! The intersection of valley, Granite Street, Notre Dame. These are very bad intersections!
- ? Jillerik Road!!!! onto Route 28
- ? Just mentioned
- ? Holiday Acres, MHP. Also other streets in the park.
- ? Letendre Avenue very fact Granite Street
- ? Lubern Avenue, Park Street
- ? Main Street - from town to after elementary school
- ? Main Street by AES (2)
- ? Main Street at the school zone
- ? Main Street by school
- ? Main Street is some times heavily traveled and traffic can be too fast at times.
- ? Bear Brook complex
- ? Main Street, trucks need alternate Route from 93 to Route 3.
- ? Mobile home park
- ? Most - seems to have become a fact of life.
- ? Most roads and streets (1)
- ? Most. Bear Brook is annoying. People seem to be unaware people do live on the other side. Bicycles are very dangerous - where do they all come from?
- ? Near the schools as in question #29
- ? New Rye Road
- ? No opinion (2)
- ? None (8)
- ? Not an issue
- ? Not sure (4)
- ? Notre Dame Avenue and intersection with Al's Avenue
- ? Ok
- ? On dead end streets
- ? Parkwood Drive
- ? Practically all, especially Route 28
- ? Quit the New Rye Road has 25mph speed limit. Should be up to at least 35mph. Hard to make hill that slow.
- ? River Road - between Granite Street and Route 28
- ? River Road - from Route 28 to Route 28 highway shed to dump road is real bad.

- ? River Road - many pedestrians and cyclists
- ? River Road treated as a thruway
- ? Riverside Park Drive. Speeding, reckless drivers, unregistered cars traveling back and forth on street.
- ? Riverside park drive even with all the potholes and glass
- ? Road dump is on
- ? Roland Drive, Holiday Acres
- ? Route 128
- ? Route 28 - 70 plus every day at 5-6am. Go see for yourself. Main Street AES school, Pine Acres Road.
- ? Route 28 - from Pine Acres to Route 3
- ? Route 28 after it branches off of Route 3
- ? Route 28 and also River Park Drive. I would like to see a posted speed limit of 15mph on this dirt road of Riverside Park Drive.
- ? Route 28 coming into Route 3 intersection by Old Chester. No one sees 35 mph sign, same by megax no one see sign police do a good job of watching this area though.
- ? Route 28 during the night
- ? Route 28 going towards Epsom Traffic Circle
- ? Route 28 near intersection of River Road speed limit is 35 but cars are doing 50 or better.
- ? Route 3 Bi-Wise area
- ? Route 3 Manchester to Concord at times
- ? School Street - 28 north and south
- ? School Street - south - they fly by the school still!!
- ? School Street. Route 3 at intersection of School Street - trucks in particular routinely run the red light.
- ? Corners of Hamel and Valley
- ? Letendre Street
- ? Section of River Road between Route 28 and Turnpike Street should be posted - cars fly through here even though it is a residential area.
- ? Speed limit on Deerfield Road could be raised to 40, but then strictly enforced. Eliminate through trucks!!
- ? The village of Suncook
- ? Through the state park
- ? Too many commercial trucks using Granite Street and School Street at excessive speed
- ? Townhouse Road and River Road
- ? Traffic on Deerfield Road runs at 45-50mph in places.
- ? Turnpike street from Route 28 to Bartlett Street.

COMMUNITY AND RECREATIONAL FACILITIES QUESTIONS

34. If your children attend daycare or after-school care, where do they go?

Other:

- ? Cannot afford daycare
- ? Come home with parent after school
- ? Family care in Allenstown
- ? Goffstown
- ? Home
- ? Litchfield
- ? Manchester (4)
- ? Peterboro
- ? Private

35. Please check any recreational facilities you would like the Town to develop or improve:

Other:

- ? 1/6 mile running track with baseball, soccer, and football facilities
- ? A beach
- ? Adult entertainment complex
- ? Allenstown residents free admission to state park (2)
- ? Boys and girls club
- ? Dog park
- ? Expand recreational center
- ? High school transportation as ordered by law
- ? Keep the recreational center
- ? Maintain what you've got
- ? No opinion
- ? Park other than Bear Brook
- ? River swimming
- ? Roller skating rink (2)
- ? School bus to PA
- ? Skate board park
- ? The library needs better and more books and a quiet librarian! The library is an embarrassment.

37. In what ways do you enjoy Allenstown's recreational opportunities? Please check all that apply:

- ? ATV (2)
- ? ATV trails (2)
- ? Ban Snowmobiling
- ? Bear Brook State Park (5)
- ? Biking (3)
- ? Most of recreation opportunities belong to the State Park not Allenstown
- ? Need some ATV trails!
- ? None (3)
- ? Picnic

- ? Picnics in the park
- ? State Park - but it should be free to Allenstown's residences
- ? Strolling
- ? Swimming (2)
- ? There aren't any
- ? Trail running
- ? Walking (9)
- ? Water skiing
- ? Wildlife

38. How well do you think the Town is performing/providing the following services or opportunities?

Other:

Poor

- ? After school program, getting people involved (making them feel welcome)
- ? Acquisitions. Town should attempt a grant to acquire the farm (McNameron) for industrial/business park.
- ? Boat launch
- ? Deerfield Road needs wide shoulders for bicycles, pedestrians, and safe travel
- ? Fire department
- ? Gas station Main Street exudes very strong/poor odor smells like crude oil
- ? Kids in Holiday Acres Park do not get bus transportation to Pembroke Academy
- ? Noise ordinance, town officials
- ? Not available to residents north on Route 28
- ? Recruiting employees
- ? Recycling facility availability
- ? Senior housing
- ? Tax base
- ? Tax collectors should be more efficient and helpful especially when they are the ones who make the mistakes.
- ? Zoning ordinance is driven by special interests

No Opinion

- ? Heavy truck traffic through residential area
- ? I don't live in NH

The remaining write-in comments are available for review at the Town Hall.

OCTOBER 2002 VISIONING SESSION RESULTS**ATTENDEES OF OCTOBER 9, 2002 VISIONING SESSION
6:30 – 9:00 PM, ALLENSTOWN ELEMENTARY SCHOOL**

James Boisvert
Armand Verville
Judy Silva
Robert Martin
Jim McGonigle
Laura Bonk
Phil Trowbridge
Lori Thompson
Arthur Houle
Bob St. Germaine
Karen Gendreau
Sandra McKenney
Elaine Rose
Jerry McKenney
Linda Murray

Daniel Murray
Felicia Rodger
Sean Patten
Dennis Fowler
Jana Rodger
Elaine Conley
Claudette Verville
Neuvice Goodwin
Ben Demer
Armand Vaillancourt
June Vaillancourt
James Rodger
Carol Martel
Tom Gilligan

CNHRPC Staff:

Stephanie Alexander
Michael Tardiff
Nicholas Alexander
Lucy St. John

Housing Discussion Group with Population and Economics Discussion Group

Facilitated by: Sandra McKenney and Karen Gendreau

Participants: Jerry McKenney
Lori Thompson

Staffed by: Michael Tardiff

Transcript of Notes:

Population and Economics Key Issues

1. Need to develop commercially. However, Bear Brook currently encompasses 52% of town. With current zoning, only about 4-5 parcels are available for development.
2. Retention of children in town after graduation – investment in the community. Drop out rate of Allenstown at P.A. Rate of college attendees after high school.
3. Hooksett growth. Very soon may be bubbling over to Allenstown. How can we plan for this growth in both commercial development and population?
4. Utility expansion to help enhance commercial development along Route 28. Weigh high cost vs. benefit to community.
5. Taxes = big concern for most citizens. Tax rate and tax base issues.

Housing Key Issues

1. Encourage future housing of single family homes and elderly housing.
2. Concerns about mix of housing stock – the town currently has an ordinance of 15 stick built homes to 1 manufactured home.
3. Pursue grants for rehabilitation of substandard housing.

Natural Features Discussion Group

Facilitated by: Judy Silva
Participants: Phil Trowbridge
Elaine Rose
Felicia Rodger

Staffed by: Stephanie Alexander

Transcript of Notes:

FEATURES

Bear Brook – a lot of space, offers a lot
Suncook River
Merrimack River

Open space (aka Bear Brook)**Strength**

- opportunity and resource to residents – this is important
- open space costs less
- draws out-of-towners – campers, day trippers, mtn bikers
- positive image for the town (eg, signs saying Allenstown – Home of BBSP)

Disadvantage

- town lack of control over what goes on there
- tax consequences
- fire & police services
- splits town

IMPORTANT OPEN SPACES

Bear Brook in-holdings
Farming area along Route 28
Undeveloped areas for public river access

HOW BEST PRESERVE

More local control/influence over management decisions in BBSP
Try to identify and obtain suitable sites along Rivers for public access (for Allenstown residents?)
Investigate access to “Suncook River Pond” (bridge design, etc)

THREATS TO OPEN SPACE

Motorized recreation
Lack of resources for purchasing conservation easements or land

THREATS TO NATURAL RESOURCES

Groundwater contamination from unnatural sources
Air pollution from Bow power plant
Protecting air and water as town brings in light manufacturing, commercial, and industrial uses
Destruction of natural balance or environment of the forest

ADEQUATE OPPORTUNITIES TO ENJOY OPEN SPACE ACTIVITIES

Yes for open space

No for boating and swimming access to rivers

PURSUIT OF PRESERVATION OPPORTUNITIES

Town needs to actively pursue preservation of the natural and ecological features of the forest and the existing non-motorized uses of BBSP

Town should pursue river access

PARTNERING

Hikers, mountain bikes, horseback riders, 4-H camps, Americorps

Other BBSP municipalities - Deerfield, Epsom, Candia, Hooksett

BearPaw Regional Greenway

NH Rivers Council; DES; fishermen

Other river users

Five Key Issues Identified:

1. Different situation because of Bear Brook State Park (have a lot of open space already)
2. Little control over use of Bear Brook State Park – need more control because it's our biggest/only open space
3. Town should work on obtaining/acquiring River access (Merrimack or Suncook)
4. As the Town implements the survey suggestions of increasing commercial/industrial/light manufacturing, be sure to protect air and water
5. Introduction of motorized recreation to Bear Brook State Park is a major threat to the balance of the natural features and environment of the park and park users

Transportation Discussion Group

Facilitated by: James Rodger

Participants: Jana Rodger
Robert Martin

Staffed by: Nicholas Alexander

Transcript of Notes:

STRENGTHS

Roads in good shape
Sidewalk condition – good
New development brings in tax money (Deerfield Rd)
Depending on the type of commercial development,
could help with extra tax money
Roads in need get repaired or maintained first
Roads are maintained in the winter very well

WEAKNESSES

Bus connections (Airport, Concord, Manch)
No taxi
Public transportation – all age groups
Crossing Route 3 at Granite St and sidewalk
Riverside Park to town specs (floodplain may
be an issue)
Deerfield Road widening (state and town)
New developments require services and road
upgrading

OPPORTUNITIES

Seek grant to install sidewalk on Granite Street
Establish a bus route with funding (Concord Area Transit)
(funding partnership with Pembroke)
Roadways adequate for new economic development

CONCERNS

Neglecting road repairs because of budget
restraints
Traffic volume increasing due to
neighboring communities enlarging
Large subdivisions threatening existing
transportation network
Heavy commercial (aggregate ventures)
Deerfield Road – large subdivisions,
increased traffic volume
Granite Street (from Route 3 to River Rd)
& River Rd in need of improvement for
pedestrians

FUTURE

1. Maintain status quo for road maintenance
2. Deerfield Road scenic road?
3. Granite Street, School Street, Route 3, Route 28, Deerfield Road, Main Street most important
4. Traffic flow from neighboring towns
5. Sidewalks, cross walks, bus route

Five Key Issues Identified:

1. Sidewalks and crosswalks
2. Traffic flow from other communities – development in Hooksett, Bow, Pembroke, 1-93 expansion
3. Bus route – public transportation
4. Expanding use of multi-use trails
5. Maintaining level of road maintenance

History and Culture Discussion Group

Facilitated by: Carol Martel
 Participants: Linda Murray
 Daniel Murray
 Claudette Verville

Staffed by: Stephanie Alexander

Transcript of Notes:

STRENGTHS

Historic graveyards
 Historic structures/sites (CCC Camp)
 Bear Brook State Park
 Veterans Memorial (Town Hall)

Senior Center
 Old Home Day
 Boy & Girl Scouts
 ARA
 Lions
 Churches and Organizations
 Fire and Police Auxiliary

WEAKNESSES

Neglect of graveyards
 Neglect of structures/sites
 Lack of Downtown
 Neglect of Bear Brook State Park
 Lack of community art
 Due to lack of preservation, sites are threatened

Historical Society
 School programs
 Veterans organizations
 ARA – lack of volunteers

Lack of interest
 Lack of volunteers
 Poor maintenance of historic sites
 No cultural sites

School
 Church
 Library

Lack of programs
 Lack of programs
 Lack of programs

Public education and awareness
 Community division!

OPPORTUNITIES

CONCERNS

Neglect of historic sites and local culture
 Lack of cultural resources
 OAMH
 CCC
 Bear Brook
 White Rabbit
 Graveyards
 Town records
 Old Town reservoir

	<u>OPPORTUNITIES</u>	<u>CONCERNS</u>
Seniors		Lacking programs for other age groups No preservation plans

FUTURE NEEDS

Public awareness

Increase sense of stewardship

Preservation

Volunteerism

Public education as to name origin

All previous assets

Local Government

DRED

Community

Maintenance funding

Practice stewardship

Laws to protect sites

Educate public (include schools)

Five Key Issues Identified:

1. Preserve historic structures and graveyards
 - neglected:
 - a) OAMH
 - b) National Historic Reg CCC
 - c) Graveyards
 - d) White Rabbit?
 - due to lack of preservation – sites threatened
2. Lack of knowledge concerning history of Allentown / stewardship / lack of volunteers
3. Need for reestablishment of Historical Society, cemetery maintenance, and organizations to provide cultural activities to all age groups
4. Need to increase communication through out community – east meets west
5. Boards and Commissions should
 - increase funding preservation
 - convey stewardship
 - pass laws to protect sites
 - promote public education and communication!!

Land Use Discussion Group

Facilitated by: Arthur Houle and Tom Gilligan

Participants: June Vaillancourt
Armand Vaillancourt
Sean Patten
Dennis Fowler

Staffed by: Stephanie Alexander
Nicholas Alexander

Transcript of Notes:

STRENGTHS

- 1) Small Town Atmosphere
- 2) Amount of Area dedicated to Environment/Wildlife
- 3) Centrally located between Concord and Manchester
- 4) Plowing and garbage pick-up

WEAKNESSES

- 1) High Taxes
- 2) Gas Stations
- 3) Lack of Bussing for students to PA from Allentown, particularly East Side
- 4) Road Signage (entering/leaving Allentown, Dangerous Road, intersection signage)

CONCERNS

- 1) Do more to protect the shoreline of the Merrimack River/ restrict any further growth
- 2) Lack of parcels for Light Indus./ Commercial
- 3) Lack of Water and Sewer Lines out Rte 28
- 4) *Lack of support for fundraisers, and non profit ventures from area businesses in town (as a result of lack of business, the number of times they are asked, and their continuous support of multiple requests)

OPPORTUNITIES TO IMPROVE

- A) See items 1 to 3 in above "Concerns"
- B) Restrict Future Mobile Home Parks/Expansion
- C) Protect/preserve the land to the North and East of the Power Lines (near Deerfield line back towards town)
- D) Protect the Chester Turnpike from additional traffic coming in from new Hooksett development
- E) Limit/restrict new campground (along River Road)
- F) Get a hospital to come to town
- G) Get a Chain Supermarket like Market Basket or Price Chopper (along 28 would be perfect)
- H) Institute an economic Development plan for town
 - i. Institute User Fees/Impact Fees
 - ii. Institute Historical preservation zones (along Main Street) etc
- I) Rezone the town to allow for more:
 - i. Light industrial
 - ii. Commercial
 - iii. Recreational (outside of Bear Brook)
- J) Get a bank or banks to come to town Rte 28 is already set up for this)

Five Key Issues Identified:

1. Need lower taxes
2. Need Pembroke Academy bussing to/from Bear Brook State Park area homes
3. Lack of sufficient road signage on Deerfield Road (35 mph, slow at curve)
3. Lack of signs "Entering Allenstown"
4. State map rectified ?
5. No more gas stations / fast food joints on Route 3

Community and Recreational Facilities and Utilities Discussion Group

Facilitated by: Lucy St. John
 Participants: James Boisvert
 Armand Verville
 Jim McGonigle
 Laura Bonk
 Bob St. Germaine
 Ben Demer
 Elaine Conley

Staffed by: Lucy St. John

Transcript of Notes:

<u>Strengths</u>	<u>Weaknesses</u>
Fire Station	Rec Center
Library	Police Station
Some site plans for Highway and Police	Schools – capacity issues
Develop Action Plan	Town Hall – crowded
	Highway Garage
	Sewer Plant near capacity
	Need water service on Route 28 and Granite Street
	Library has limited hours
	Restart process for police and highway
	Need selectmen support
	Boat launch and access to Merrimack
	Access to Suncook River at Albin Avenue
	Bear Brook State Park - fees, not accessible from Town
	End of Renaissance funding
	School funding issues
	State Park – trash
	State Park – funding help
	Any new house is negative economic development
	Need more commercial
	Unused commercial buildings
	Education
	Same volunteers always
	Grants need matching funds
	Substation for emergency at Bear Brook
	Large parcels for future development

Five Key Issues Identified:

1. Restart process for Police and Highway
 2. Schools – capacity issues
 3. Bear Brook State Park – fees, not accessible from Town
 4. Any new house is negative economic development
- Need water service on Route 28 and Granite Street

OCTOBER 2002 ELEMENTARY SCHOOL VISIONING DISCUSSION SUMMARY

Armand Dupont Student Council

1:00 – 2:15 PM, October 8, 2002

Why do you like living in Allenstown?

- ? It is small and quiet, school, Bear Brook

What can be changed in Allenstown to make it a better place to live?

- ? Slow down traffic on our streets
- ? Reopen the Rec. Center
- ? Need movie theater, a ladder truck, fast food, better water (Holiday Acres), bigger skate park that allows bikes, better playground equipment with grass (not sand or pavement)

Would you ride on public transit if the bus came to Allenstown? Where would you most likely ride it to?

- ? Generally yes, would ride to the Mall or the skate park in Concord
- ? Stops should be at Bi-Wise and at Gilbert Road because a lot of older kids live there. There should be coupons for kids to ride the bus cheaply.

How often do you go to Bear Brook State Park?***What are the best things about the Park? How could it be improved?***

- ? Don't go to the park often – sometimes to meet friends, go camping, or use trails
- ? The water is not so clean for swimming
- ? Needs more bathrooms

What is downtown to you?

There were many answers – no consensus!

- ? Suncook
- ? Bi-Wise
- ? No Downtown
- ? Ferry Street
- ? Holiday Acres
- ? School
- ? Gilbert Road

Are there sidewalks or do you walk in the road? Are there any places where sidewalks should be added or fixed?

- ? Sidewalks are needed on Ferry Street (fix), on other side of School Street, Granite Street (near Holiday Acres), Chester Turnpike, NH 28

Do you cross the highway on foot or on your bike? Do you feel comfortable when you do this? Are there other places where you do not feel safe crossing the street?

- ? Crosswalks at Bi-Wise and NH 28 and River Road needed

What do you do for recreation in Allenstown? Did you go to the Rec. Center? Would you like to see the Rec. Center reopened? Why?

- ? The Rec. Center should be opened again – older kids should be allowed to make popcorn by themselves. Need another TV and another bathroom. There were too many rules
- ? Play soccer
- ? Play basketball

Where do you go swimming in Town? Do you use the rivers for boating?

- ? A swim place is needed! Use the boat ramp at the Fire Station

DECEMBER 2002 SENIOR CENTER VISIONING DISCUSSION SUMMARY

Suncook Senior Center
10:00 – 11:30 AM, December 3, 2002

Bus service:

- ✍ Need service between the hours of 9:00AM-4:00PM (most seniors would like to be in by dark).
- ✍ Need service on M-F; Tuesdays are especially important because these are senior days where there is a discount at stores.
- ✍ Need bus service for doctor's appointments and shopping.
- ✍ Need bus service from Suncook Pond. Currently, service is limited and you have to call first.
- ✍ Where do seniors go shopping?
-Suncook, Steeplegate Mall, Shaws in Concord, Bi-Wise

Senior Development:

- ✍ There is a waiting list for low-income housing.
- ✍ Handicapped accessible housing is limited and expensive.
- ✍ Seniors do not want to move to Concord; seniors would much rather remain in Allenstown.
- ✍ Units that do exist are good- some include call bells in the event someone needs help, and they are well maintained.
- ✍ Sometimes increasingly high property taxes force seniors to give up their homes; there is no senior tax discount in Allenstown. In addition, there is limited senior housing in Town. Suncook Pond has 50 units.

What Seniors Would Like to See In Allenstown:

- ✍ A Recreation Center open for the children in Town. This will help kids have something to do and get kids off the streets. In the past children in Allenstown played sports, sometimes supervised at the Catholic School.
- ✍ Movie theater (had one that closed 25-30 years ago).
- ✍ Bowling alley.
- ✍ A swimming pool. Currently, there are no places in close proximity to go swimming. Bear Brook is cold and not very clean. People have to go to Concord to swim.

Social Events For Seniors:

- ✍ Senior Center is open five days a week. However, there are usually small crowds at the center. Many seniors are homebound due to illness or inability to get out. In addition, seniors who utilize the center drive themselves.
- ✍ Suppers at the Methodist Church. In the past churches were more active in facilitating social events.
- ✍ In the past had concerts. A few years back the Town tried to have concerts again, but they attracted mostly younger people and had a low turnout.

Bear Brook State Park:

- ✍ People in Allenstown don't use the park very much. Since it is a state park, the townspeople get no discount. Everyone has to pay the same fee. In addition, the fee is high and discourages use. It is harder today than it was in the past to easily take the family away for a week in the park.
- ✍ In the past the park was used more. People went for picnics and often went after church on Sundays. There were activities offered in the park like boat rentals, horseshoes, and programs put on by the Audubon Society for children.
- ✍ There is a user conflict between seniors and ATV/snowmobile users in the park. ATVs and snowmobiles are a problem for seniors trying to use some of the easier trails in the park.

Merrimack River:

- ✍ In the past, there was a ferry to Bow that was open year-round.
- ✍ In the past, children swam in the river even though it was polluted.
- ✍ Currently, there is some boat access to the river.

Other Concerns/Comments:

- ✍ In the past (30-40 years ago) people had more of a connection to the Town. Neighbors were willing to help each other. Today people don't know their neighbors.
- ✍ People are farther apart, making it necessary to drive places.
- ✍ Sidewalks are in good condition, especially on School Street and Main Street.
- ✍ Seniors have an expanded definition of the boundaries of Suncook; it includes Holiday Acres. Sometimes mail goes to the wrong place if addressed to Pembroke instead of Suncook.
- ✍ Town is good, but "needs a little more action."

RESOURCE LIST FOR THE CHAPTERS

The information for the 2003 Master Plan Chapters came from data or source material from many of the following agencies and organizations. Other resources have been listed for future reference.

Local, State, and Federal Government Agencies**Natural Resource Conservation Service (NRCS)**

The NRCS is an agency of the US Department of Agriculture. They are a technical agency that provides trained soil conservationists, technicians, soil scientists, and other experts to help landowners and land users with conservation.

Natural Resource Conservation Service
The Concord Center
10 Ferry Street
Box 312
Concord, NH 03301
Phone: (603) 223-6021
Website: www.nh.nrcs.usda.gov

New Hampshire Department of Environmental Services (NH DES)

The protection and wise management of the state of New Hampshire's environment are the important goals of the NH Department of Environmental Services. The department's responsibilities include ensuring high levels of water quality for water supplies, ecological balance, and recreational benefits.

New Hampshire Department of Environmental Services
6 Hazen Drive, PO Box 95
Concord, NH 03305
Phone: 271-3503
Website: www.des.state.nh.us

Wetlands Bureau, NH DES
6 Hazen Drive
Concord, NH 03301
Phone: 271-2147
Website: www.des.state.nh.us/wetlands

New Hampshire Department of Fish and Game (NH F&G)

The Department of Fish and Game is the lead agency in enforcing trail regulations in the state of New Hampshire. They have excellent information on OHRV laws and offer education classes for riders.

Department of Fish and Game
2 Hazen Drive
Concord, NH 03301
Phone (603) 271-3211
Website: www.wildlife.state.us

New Hampshire Department of Resources and Economic Development (NH DRED)
Division of Forests and Lands

The Division of Forests and Lands protects and promotes the values provided by trees and forests.

Division of Forests and Lands
PO Box 1856
Concord, NH 03302-1856
Phone: (603) 271-2114
Website: www.nhdf.org

Division of Parks and Recreation Bureau of Trails

The Bureau of Trails administers multi-use trails on state, federal, and private lands. They assist organizations, municipalities, and trail clubs with the development of trails on both private and public lands. They have also published the guide, *Best Management Practices for Erosion Control During Trail Maintenance and Construction*, to address wetland and erosion concerns during trail construction.

Division of Parks and Recreation Bureau of Trails
172 Pembroke Road
PO Box 1865
Concord, NH 03302-1856
Phone: (603) 271-3254
Website: www.nhparks.state.nh.us/trbureau.html
Website link to Grant-in-Aid Program:
www.nhparks.state.nh.us/Trails/Trails/Trailspages/GrantInAid.html

New Hampshire Department of Revenue Administration (NH DRA)

The DRA is the fiscal clearinghouse for municipal governments. Among other duties, the NH DRA determines the criteria for land placed in current use.

NH Department of Revenue Administration
45 Chenell Drive, PO Box 457
Concord, NH 03302-0457
Phone: 271-2191
Website: www.webster.state.nh.us/revenue

New Hampshire Department of Transportation (NH DOT)

Bi-annually, the New Hampshire Department of Transportation publishes Status Reports for Transportation Enhancement Programs, which describes selected projects. These reports can be viewed at the above listed website.

NH Department of Transportation

John O. Morton Building

1 Hazen Drive

Concord, NH 03302-0483

Telephone: (603) 271-3734

Website: webster.state.nh.us/dot/contactus.htm

Website: webster.state.nh.us/dot/municipalhighways/teprojects.htm

New Hampshire Division of Historic Resources, State of New Hampshire, Department of Cultural Resources (NH DHR)

The Division of Historic Resources promotes the use, understanding, and conservation of historic, archaeological, architectural, and cultural resources in the state of New Hampshire.

Division of Historic Resources

19 Pillsbury Street

Box 2043

Concord, NH 03301-2043

Phone: 271-3483

Website: www.state.nh.us/nhdhr

E-mail: preservation@nhdhr.state.nh.us

NH Geographically Referenced Analysis Information Transfer (NH GRANIT)

Administrated by Complex Systems Research Center at the University of New Hampshire, GRANIT is a GIS information clearinghouse for the State. Information is provided to GRANIT by state and federal agencies for downloading or distribution on request to local and private entities.

GRANIT Project

Complex Systems Research Center

Morse Hall

University of New Hampshire

Durham, NH 03824

Phone: 862-1792

Website: www.granit.sr.unh.edu

New Hampshire Natural Heritage Inventory (NH NHI)

The [NH Natural Heritage Inventory](#) is a small state program in the Division of Forests and Lands of the [Department of Resources and Economic Development](#). Their mission is to find, track, and facilitate the protection of New Hampshire's rare plants and exemplary natural communities. Their database contains information about more than 4,000 plant, animal, and natural community occurrences throughout the state.

New Hampshire Natural Heritage Inventory
PO Box 1856
172 Pembroke Road
Concord, NH 03302-1856
Phone: (603) 271-3623
Website: www.state.nh.us/nhinfo/nhnhi.html

New Hampshire Office of State Planning (NH OSP)

The Office of State Planning is a data repository for the Towns in the State. It collects and distributes Census data, administers Community Development Block Grants, and provides technical assistance on planning issues.

NH Office of State Planning
2 ½ Beacon Street
Concord, NH 03301
Phone: 271-2155
Website: www.webster.state.nh.us/osp

Rivers, Trails, and Conservation Assistance, National Parks Service

The Rivers, Trails, and Conservation Assistance Program, also known as the Rivers & Trails Program or RTCA, is a community resource of the National Park Service. Rivers & Trails staff work with community groups and local and State governments to conserve rivers, preserve open space, and develop trails and greenways.

Rivers, Trails, and Conservation Assistance, National Park Service
18 Low Avenue
Concord, NH 03301
Phone: (603) 226-3240
National Website: www.nps.gov/rtca

US Army Corps of Engineers (ACE)

The USACoE's scientists, engineers, and specialists plan, design, build, and operates water resource and civic works projects. In the Central NH Region, they operate on a regular basis on the Blackwater Reservoir (Salisbury and Webster) and on the Hopkinton-Everett Reservoir (Hopkinton and Henniker).

Army Corps of Engineers
424 Trapelo Road
Waltham, MA
Phone: (617) 647-8111
Website: www.nae.usace.army.mil

US Census Bureau

The Bureau's mission is to be the preeminent collector and provider of timely, relevant, and quality data about the people and economy of the United States.

US Census Bureau
Website: www.census.gov

US Department of Transportation/Federal Highway Administration (US DOT/FHwA)

400 7th Street, SW
Washington DC 20590
Phone: DOT: (202)-366-4000
FHwA: (202)-366-0537
Websites: www.dot.gov
www.fhwa.dot.gov

US Department of Housing and Urban Development (HUD)

The Federal Department of Housing and Urban Development (HUD) has been fostering affordable housing in many of the nation's communities since its inception in 1965. HUD administers numerous programs to provide housing for low to moderate-income families.

US Department of Housing and Urban Development
451 7th Street SW
Washington, DC 20410
Phone: (202) 708-1112
Website: www.hud.gov

Non-Profit Groups and Member Organizations

Central New Hampshire Regional Planning Commission (CNHRPC)

The CNHRPC assists member municipalities in the Concord area with transportation, land use, environmental, economic development, and natural hazards planning. Funding is derived from local, state, no-profit, and federal sources for both local and regional planning endeavors.

Central NH Regional Planning Commission
28 Commercial Street
Concord, NH 03301
Phone: 226-6020
Website: www.cnhrpc.org

Citizens for New Hampshire Land and Community Heritage

Citizens is a coalition of conservation organizations dedicated to the lobbying for state conservation funding and the education of New Hampshire residents for preserving unique natural or historic resources.

Citizens for NH Land and Community Heritage
54 Portsmouth Street
Concord, NH 03301
Phone: 224-9945
Website: www.specialplaces.org

Community Action Program Belknap-Merrimack Counties, Inc (CAP)

CAP in New Hampshire was founded in 1965 to put all services under one roof and under control of local citizens to provide direction on how to attack the problems of poverty in their respective communities. CAP offers Health, Family, Transportation, Employment, Housing, Nutrition, Elderly, and Emergency programs.

Community Action Program of Belknap and Merrimack Counties
2 Industrial Park Drive
PO Box 1016
Concord, NH 03302
Phone: 228-1898
Website: www.bm-cap.org

Concord Area Transit (CAT)

Part of the CAP of Belknap and Merrimack Counties, CAT provides low-cost fixed route and on-call transit service to the greater Concord area.

2 Industrial Park Drive
PO Box 661
Concord, NH 03302
Phone: 225-1989

Concord Area Trust for Community Housing (CATCH)

The Concord Area Trust for Community Housing is an independent, non-profit organization dedicated to creating and preserving affordable housing, and to helping renters become owners, throughout Merrimack County. CATCH helps communities by increasing the housing stock within a community, educating and supporting residents looking to buy their first home, and maintaining the properties they already own. CATCH accomplishes these goals through the initiative and dedication of local members and volunteers.

Concord Area Trust for Community Housing
79 South State Street
Concord, NH 03301
Phone: 603-225-8835
Website: www.catchhousing.org

Friends of the Suncook River

The group's mission is to maintain a healthy Suncook River watershed by identifying and protecting important natural resources, by forming a greenway network of protected lands, and by educating and engaging the citizens in these efforts.

Friends of the Suncook River
PO Box 34
Center Barnstead, NH 03225
Phone: (603) 269-4264
Website: www.friendsofsuncookriver.org (contact: suncook@worldpath.net)

The Grantsmanship Center

This organization offers grant writing training and low-cost publications to non-profit organizations and government agencies.

The Grantsmanship Center
1125 W. Sixth Street, Fifth Floor
PO Box 17220
Los Angeles, CA 90017
Phone: (213) 482-9860
Website: www.tgci.com

Merrimack County Conservation District

The Conservation Districts offer environmental services (relating to soil and water) to landowners, educators, community leaders, and licensed professionals on a free or low-cost basis. These services include soil analysis, developing conservation management plans, workshops on ponds, soils, and water quality, and providing maps.

Merrimack County Conservation District
10 Ferry Street, Box 312
Concord, NH 03301
Phone: 223-6023
Website: www.merrimackccd.org

New Hampshire Association of Conservation Commissions (NHACC)

The Association disperses information, lobbies for appropriate legislation, and provides technical assistance to member Conservation Commissions in the State.

NH Association of Conservation Commissions (NHACC)
54 Portsmouth Street
Concord, NH 03301
Phone: 224-9945
Website: www.nhacc.org

New Hampshire Community Development Finance Authority (NH CDFA)

The Community Development Finance Authority (CDFA) is also an important public source for the purchase and/or rehabilitation of low to moderate-income housing. CDFA provides funds by “pooling” money from various banks and lending institutions to provide grants or very low interest loans to groups developing affordable housing. In addition to this source, CDFA has the unique ability to grant tax credits to private developers who provide properties for rehabilitation into low to moderate-income housing.

NH Community Development Finance Authority
14 Dixon Ave, Suite 102
Concord, NH 03301
Phone: 226-2170
Website: www.nhcdfa.org

New Hampshire Community Loan Fund (NH CLF)

Founded in 1983, this organization helps connect low-income households with lending institutions willing to invest in housing projects to serve low-income housing opportunities. In 1999, the organization loaned \$2,130,643 to start 12 low-income housing projects throughout New Hampshire. Projects which this organization has helped to develop include Meadow Brook Elderly Housing in Epsom and the Riverbend Special Needs Housing Facility in Boscawen.

NH Community Loan Fund
7 Wall Street
Concord, NH 03301
Phone: 224-6669
Website: www.nhclf.org

New Hampshire Housing Finance Authority (NH HFA)

Created in 1981 by the State Legislature, the New Hampshire Housing Finance Authority (NHHFA) is a nonprofit entity committed to developing affordable housing opportunities in New Hampshire. NHHFA is funded through the sale of tax exempt bonds. The authority has created several multifamily housing development programs which provide investors with incentives such as tax credits, deferred mortgage payments, low interest loans, and grants. In recent years, the NHHFA has been involved in the creation of Mobile Home Park Cooperatives, as well as construction and rehabilitation of rental housing and single family homes.

NH Housing Finance Authority
32 Constitution Drive, Bedford
(mailing address) PO Box 5087
Manchester, NH 03108
Phone: 472-8623 or (800) 640-7239
Website: www.nhhfa.org

New Hampshire Municipal Association (NHMA)

The NHMA assists member municipal governments with issues concerning legal rights and responsibilities, provides human resources support, and hosts annual training sessions on planning and zoning topics.

NH Municipal Association
Triangle Park Drive, PO Box 617
Concord, NH 03302
Phone: (800) 852-3358
Website: www.nhmuni.home.virtualltownhall.net/nhmuni_home

NH Rivers Council

The New Hampshire Rivers Council is the only statewide conservation organization wholly dedicated to the protection and conservation of New Hampshire rivers. Since its incorporation as a non-profit organization in 1993, the Rivers Council has worked to educate the public about the value of the state's rivers, designate rivers in the state's protection program, and advocate for strong public policies and wise management of New Hampshire's river resources.

New Hampshire Rivers Council
54 Portsmouth Street
Concord, NH 03301
Phone: 603-228-6472
Website: www.nhrivers.org

New Hampshire Snowmobile Association

The New Hampshire Snowmobile Association is a resource for information on snowmobiling in New Hampshire, including information on trail conditions and safety classes. The New Hampshire Snowmobile Association also has contact information for the snowmobile clubs in New Hampshire. Local snowmobile clubs in the central New Hampshire region have also been listed.

New Hampshire Snowmobile Association
722 Route 3A, Suite 14
Bow, NH 03304
Phone: (603) 223-9714
Website: www.nhsa.com

Andover Snowmobile Club (Salisbury).
PO Box 332
Andover, NH 03216
Website: www.nhsnowmobilemuseum.com/snowmobileclub

Bee Hole Beavers (Chichester and Loudon)
131 King Road
Chichester, NH 03234

Black Water Riders (Salisbury and Boscawen)
PO Box 219
Salisbury, NH 03268

Bow Pioneers Snowmobile Club (Bow, Dunbarton, Concord, and Hopkinton).
PO Box 1924
Bow, NH
Website: www.members.tripod.com/Bow_Pioneers/Bow_Pioneers.htm

Contoocook Sno-mads (Hopkinton)
PO Box 682
Contoocook, NH 03229

Henniker Trail Travelers (Henniker)
PO Box 168
Henniker, NH 03242
Website: www.hennikernh.com/TrailTravelers/

Hillsboro Night Riders (Hillsboro)
PO Box 759
Hillsboro, NH 03244

Kearsarge Trail Snails (Warner, Webster, and Salisbury).
PO Box 97
Warner, NH 03278
Website: www.conknet.com/kts

Lake Sunapee Snowmobile Club (Bradford)
PO Box 391
Newbury, NH 03255

Merrimack Valley Trail Riders (Pembroke)
295 Shaker Road
Concord, NH 03301

New Hampshire Sno-Shakers (Canterbury, Loudon, Chichester, and Concord).
PO Box 111
Canterbury, NH 03224
Website: www.snoshakers.com

New Hampshire Trail Dawgs (Allenstown, Chichester, and Pembroke).
209 N. Pembroke Road
Epsom, NH 03234

Suncook Valley SnoRiders (Pittsfield)
522 Garland Road
Barnstead, NH 03218

Sutton Ridge Runners (Sutton)
PO Box 27
North Sutton, NH 03260

Town Line Trail Dusters (Penacook and Boscawen)
PO Box 3031
Boscawen, NH 03303

New Hampshire / Central Region Public Land Trusts

Audubon Society of NH
Silk Farm Road, PO Box 8200
Concord, NH 03301
Phone: 224-9909
Website: www.nhaudubon.org

Ausbons Sargent Land Preservation Trust
Deborah Stanley, Executive Director
PO Box 2040
New London, NH 03257
Phone: 526-6555
Website: www.ausbonsargent.org

Bearpaw Regional Greenways
Frank Mitchell, President
PO Box 19
Deerfield, NH 03037
Phone: 463-7562
Website: www.bear-paw.org

Bow Open Spaces
Bob Dawkins, Treasurer
41 South Bow Road
Bow, NH 03304
Phone: 225-3678

Five Rivers Conservation Trust
Douglas Woodward, Chair
54 Portsmouth Street
Concord, NH 03303
Phone: 224-9945

Gilmanton Land Trust
c/o Tom Howe and Sarah Thorne
RFD 1 Box 429
Gilmanton IW, NH 03837
Phone: 364-6131

Lakes Region Conservation Trust
Tom Curren, Executive Director
PO Box 1097
Meredith, NH 03253
Phone: 279-3246
Website: www.lrtc.org

The Nature Conservancy
New Hampshire Chapter
22 Bridge Street, 4th Floor
Concord, NH 03301
Phone: 224-5853
Website: www.nature.org/wherewework/northamerica/states/newhampshire

Society for the Protection of NH Forests
54 Portsmouth Street
Concord, NH 03301
Phone: 224-9945
Website: www.spnhf.org

Trust for Public Lands
33 Union Street
Boston, MA 02108
Phone: (617) 367-6200
Website: www.tpl.org

Turkey River Basin Trust
33 Washington Street
Concord, NH 03301
Phone: 225-9721

University of New Hampshire Cooperative Extension

Cooperative Extension provides citizens, town governments, and organizations alike with educational materials, workshops, and assistance for agriculture, forestry, wildlife, and youth and family issues.

Merrimack County (UNH) Cooperative Extension
315 Daniel Webster Highway
Boscawen, NH 03303
Phone: 225-5505
Website: www.ceinfo.unh.edu/mrmkhome.htm

Central NH Region Town Offices

Peer-to-peer communication and information sharing are keys to the success of any local conservation project, particularly when trail or conservation opportunities cross into an adjoining town. These addresses and phone numbers serve Boards of Selectmen, Planning Boards, Zoning Boards, and Conservation Commissions.

Allenstown Town Hall

16 School Street
Allenstown, NH 03275
Phone: 485-4276
Website: www.allenstown.org

Boscawen Town Offices

17 High Street
Boscawen, NH 03303
Phone: 796-2426

Bow Municipal Building

10 Grandview Road
Bow, NH 03304
Phone: 225-3008
Website: www.bow-nh.com

Bradford Town Hall

75 West Main Street
Bradford, NH 03221
Phone: 938-5900

Canterbury Town Hall

Hackleboro Road, PO Box 500
Canterbury, NH 03224
Phone: 783-9955

Chichester Town Hall

54 Main Street
Chichester, NH 03234
Phone: 798-5350
Website: www.chichesternh.org

Concord City Hall

41 Green Street
Concord, NH 03301
Phone: 225-8515
Website: www.ci.concord.nh.us

Deering Town Hall

RR 1, Box 166
Hillsboro, NH 03244
Phone: 464-3248
Website: www.deering.nh.us

Dunbarton Town Hall

1011 School Street
Dunbarton, NH 03045
Phone: 774-3541
Website: www.dunbartonnh.org

Epsom Town Offices

Blackhall Road
Epsom, NH 03234
Phone: 736-9002

Henniker Town Hall

2 Depot Hill Road
Henniker, NH 03242
Phone: 428-3221

Hillsborough Town Hall

29 School Street, PO Box 7
Hillsboro, NH 03244
Phone: 464-3877
Website: www.town.hillsborough.nh.us

Hopkinton Town Hall

330 Main Street
Hopkinton, NH 03229
Phone: 746-3170
Website: www.hopkintonnh.org

Loudon Town Offices

29 South Village Road, PO Box 7837
Loudon, NH 03301
Phone: 798-4541

Pembroke Town Hall

311 Pembroke Street
Pembroke, NH 03275
Phone: 485-4747
Website: www.pembroke-nh.com

Pittsfield Town Hall

85 Main Street, PO Box 98
Pittsfield, NH 03263
Phone: 435-6773
Website: www.pittsfield-nh.com

Salisbury Town Hall

9 Old Church Road, PO Box 214
Salisbury, NH 03268
Phone: 648-2473

Sutton Town Hall

93 Main Street, PO Box 85
North Sutton, NH 03260
Phone: 927-4416

Warner Town Hall

5 East Main Street, PO Box 265
Warner, NH 03278
Phone: 456-2298
Website: www.warner.nh.us

Webster Town Hall

945 Battle Street
Webster, NH 03303
Phone: 648-2272

Publications and Planning References

Following is a short list of the numerous planning publications available to assist local Planning Boards and Conservation Commissions. For more resources or information, contact the Central NH Regional Planning Commission.

Alternative Techniques for Managing Growth, Irving Schiffman, Institute of Governmental Studies Press 1999.

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Conservation Easements for New Hampshire Farms: A Guide for Decision Making, NH Coalition for Sustaining Agriculture, UNH Cooperative Extension.

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Best Management Practices for Erosion Control During Trail Maintenance and Construction, NH Department of Resources and Economic Development 1996.

Handbook for Municipal Conservation Commissions in New Hampshire, NH Association of Conservation Commissions, 1988 with revisions through 1997.

At What Cost? Shaping the Land We Call New Hampshire, edited by Richard Ober, Society for the Protection of NH Forests 1992.